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# Navy News

The Official Newspaper of the Portsmouth Command, Home Air Command  
and The Royal Naval Association

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No. 24 MAY, 1956

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## Helicopter Ambulance

EARLY ON Sunday, April 22, 1956, the Norwegian whale factory ship "Kosmos IV," whose 3rd Engineer was suffering from internal pains, sent an emergency call to Niton (a G.P.O. W/T. Station on I.O.W.), requesting medical assistance. Niton informed 19 Group Search Rescue Headquarters who scrambled R.A.F. Thorney Island (Search Rescue Station) aircraft.

Thorney Island sent a helicopter to Ford to pick up a doctor—Surgeon-Lieut. Paynter, R.N.V.R.—but after fruitless search for the ship returned to Ford to refuel.

Gannets of the R.N.V.R. Channel Air Division who were then on exercise, were diverted to search for the ship. Ford obtained a radar echo of a ship in the Channel, which upon investigation by one of the searching Gannets, proved to be "Kosmos IV."

F.51 Dragon Fly from Ford (Pilot: Lieut.-Commander Barford, R.N.V.R., with N.A. Mephram as aircrewman), then took off with Surgeon-Lieut. Paynter and landed the doctor on the ship.

A second helicopter (a S.55 "Whirlwind"), piloted by Lieut.-Commander W. P. Powell, R.N. (crew—Lieut. D. Temperley, R.N. and N.A.I. L. Sharman), was ordered to take off the sick man. It embarked a modified Sproule stretcher and took off just before noon. Having located the ship without difficulty, the stretcher was lowered by winch on to the ship's deck. The sick man was placed in it, and the stretcher and its occupant winched up to the aircraft. The crew transferred him to the lower cabin and made him as comfortable as possible, the stretcher meanwhile being stowed. A further run was made over the ship and the doctor was winched up using a strap.

The helicopter crossed the coast near Selsey Bill and landed on a playing field beside St. Richard's Hospital, Chichester.

## Naval Escort for H.M. The Queen

A NAVAL escort of three ships will sail with H.M. Yacht Britannia when Her Majesty the Queen and H.R.H. the Duke of Edinburgh visit Sweden in June.

The escort will consist of H.M. Ships Defender (Captain M. L. Hardie, D.S.C., R.N.) and Delight (Captain F. M. A. Torrens-Spence, D.S.O., D.S.C., A.F.C., R.N.), of the Daring Class, and one ship of the Royal Canadian Navy, the new destroyer escort St. Laurent Commander R. W. Timbrell, D.S.C., C.D., R.C.N.).

H.M. Yacht Britannia will sail from Middlesbrough and the escort will proceed from Portsmouth to rendezvous with her.

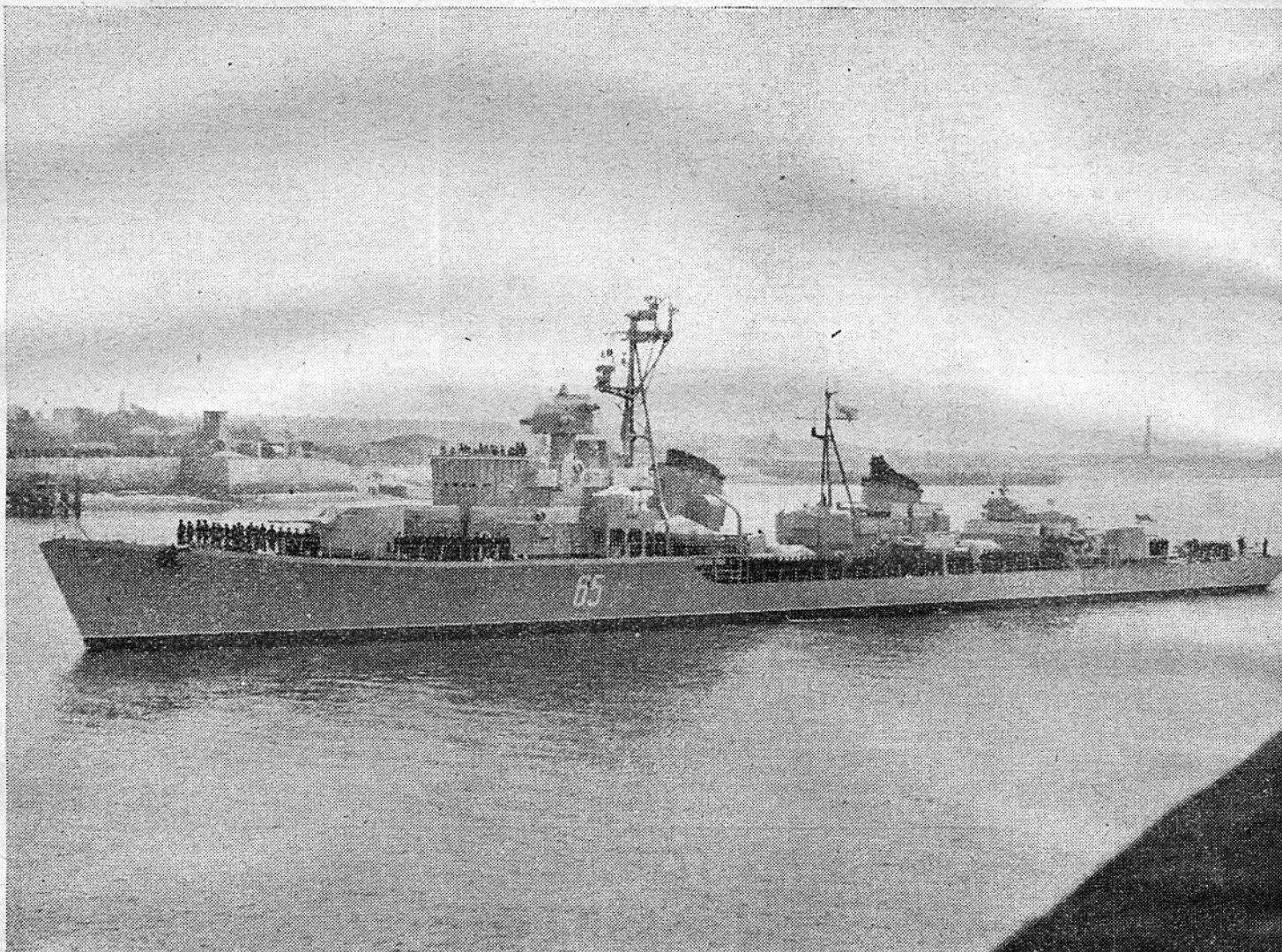
The Trinity House Yacht Patricia will act as an escort in pilotage waters when the Britannia leaves the United Kingdom.

Later in the month Her Majesty will return to the United Kingdom by air and H.M. Ships will then be positioned along the route of the Royal aircraft.

## Savings

OUR EXPERT in savings affairs will be pleased to help you with your savings problems. Send your query to the Editor, marking the envelope "Savings," and please enclose a stamped addressed envelope for reply.

# A RUSSIAN VISITOR



One of the Skoryi class of destroyers which accompanied the cruiser Ordzhonikidze to Portsmouth for the visit of the Russian leaders. With a displacement of 2,200 tons, nearly 400 feet long, four 5.1 in. guns and a complement of 250, she made an impressive sight entering harbour.

## Drafting Forecast

### COMMISSIONING PROGRAMME

#### FOR GENERAL SERVICE

May 8, 1956: H.M.S. Torquay\* (new A.S. Frigate) commissions for Home and Mediterranean Fleets.

May 29, 1956: H.M.S. Agincourt\* and H.M.S. Barrosa\* recommission at Portsmouth for Mediterranean and Home Fleets.

May, 1956: 800, 809, and 824 Squadrons form for service in H.M.S. Albion.

June 26, 1956: H.M.S. Albion recommissions for service in Mediterranean and Home Fleets.

August 8, 1956: H.M.S. Protector recommissions for service in South Atlantic.

August, 1956: 820, 891, and 898 Squadrons form for service in H.M.S. Bulwark.

August 28, 1956: H.M.S. Warrior recommissions for service in Mediterranean and Home Fleets.

September 8, 1956: H.M.S. Lynx (new A.A. Frigate) commissions for service at Home and South Atlantic.

September 11th, 1956: H.M.S. Ceylon—programme under consideration.

October, 1956: H.M.S. Carysfort commissions for service in Mediterranean and Home Fleets.

November 20, 1956: H.M.S. Dainty commissions for service in Mediterranean and Home Fleets.

November, 1956: H.M.S. Morecambe Bay commissions for service in West Indies.

#### FOR FOREIGN SERVICE

June 20, 1956: H.M.S. Concord\*.

June 12, 1956: H.M.S. Messina\*.

August 10, 1956: H.M.S. Newfoundland\*.

Note.—The ships' companies of the ships marked \* have been completed.

## A Quick Rescue

A S.51 D/F helicopter from R.N.A.S. Ford, had just got airborne with Commissioned Pilot Sleight, R.N., Chief Aircrewman Sherlock, D.S.M., and a Naval photographer to proceed to the scene of the crash of a Sea Hawk from 767 Naval Air Squadron, when Ford received a distress call.

Two persons were reported drifting out to sea on a home-made raft three-quarters of a mile off Middleton Beach.

The helicopter was diverted and

soon sighted the raft, which was being blown off-shore by the ebbing tide and a strong off-shore breeze.

The helicopter landed the photographer on the beach, returned to the raft and, after the home-made mast had been lowered, proceeded to winch the two youths—one by one—back to the beach, the last survivor taking care to rescue the Union Flag which the raft was wearing.

The survivors were then taken back to Ford, where they were collected by an ambulance.

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## Navy News

EDITOR

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## EDITORIAL

ONCE AGAIN it has been the privilege of the Royal Navy to offer hospitality to ships of the U.S.S.R. The visit was most friendly and has done much to create a deeper understanding between our nations.

It is customary for the Royal Navy to provide a Guard of Honour on such occasions, and we were all very proud of the Guard which received the Russian leaders. They were magnificent.

We have now received the increase in our rates of pay. For the service of our readers we have enlisted the help of two experts—one in Income Tax, and the other in Savings—who will be glad to answer all queries. We hope that many will make full use of the latter and save something of the increase for the future.



## HOW TO ENJOY AN EXTRA PENSION WHEN YOU RETIRE

YOUNG men are more concerned about a successful Service career. But retirement will come and an adequate income will be needed to enjoy it. NOW IS THE BEST TIME to start providing either an extra pension at 65 to supplement Service and State pensions or, if you prefer, a substantial cash sum on leaving the Service to help you to establish yourself in civilian life. The younger you are, the better terms you can secure.

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# GOODWOOD

WHAT IS "Goodwood" all about and how does it concern the Fleet Air Arm? For many, the name "Goodwood" conjures up all the attractions and thrills of big race meetings with horses thundering round the course, and high-powered cars travelling at fast speeds! Perhaps, unfortunately, this is not the case when "Goodwood" is applied to the Fleet Air Arm, and its members cannot look forward to a good day's racing at the Royal Naval Air Station, at Lee-on-Solent in the near future!

"Goodwood" was brought about as part of a scheme to effect economies in the Home Air Command. Certain possibilities were examined to concentrate the various tasks into a smaller number of establishments. One result of this examination was to close down the Royal Naval Air Station, Gosport, and to transfer most of the tasks to the Royal Naval Air Station at Lee-on-Solent and to Seafeld Park (the old Naval Air Signal School). This plan, given the nickname "Goodwood," is now in operation, but not yet complete.

### Operation "Silverstone"

It should be explained now, without endeavouring to confuse the issue that there is, in fact, another plan in operation called "Silverstone." Briefly, this plan arose from the requirement to return Victoria Barracks at Portsmouth to the Army by early 1957. In order to achieve this, it was found necessary to re-allocate the tasks at present in these barracks, and at the same time it was also decided that the Mechanical Training element of the Mechanical Training and Repair Establishment should move from Flathouse to the Royal Naval Air Station at Gosport. This move meant that more space would become available in the Royal Naval Barracks at Portsmouth, to absorb the tasks moving from Victoria Barracks. The Repair element of the Mechanical Training and Repair Establishment will be remaining at Flathouse.

It follows then that a direct connection exists between "Goodwood" and "Silverstone" in that there are certain buildings and offices occupied by Naval Air tasks at Gosport, which are required for use by the Mechanical Training Establishment, and this introduces an important time factor into "Goodwood." A timetable of moves was then produced which took

these facts into consideration, and will enable the Mechanical Training Establishment to transfer in June, 1956, with Gosport closing down as a Royal Naval Air Station on May 31, 1956.

In the early stages it was decided to plan "Goodwood" in phases, and it was on April 25, 1955, that the Air Medical School "took the plunge" and moved from Gosport into its newly-decorated offices and lecture rooms at Seafeld Park. This, together with the move of the decompression chamber, was the first move to take place under the plan, thus completing Phase I. A silent prayer was offered by all concerned when the decompression chamber was finally completed for operating ten minutes before the first group was due to go through!

### Phase II

The first stages in the execution of Phase II of the plan were the moves of the Naval Air Advisory Board and the Central Air Medical Board from Lee-on-Solent to Seafeld Park, both of which took place on June 13, 1955. The Central Air Medical Board now occupies a new building and the Naval Air Advisory Board the original but redecorated Commanding Officer's office.

The Safety Equipment and Survival Training School followed soon afterwards from Gosport to Seafeld Park on July 1, 1955. The School soon settled down into its new office building, redecorated classrooms and store-rooms. The Martin-Baker Ejection Seat Training Rig was also moved from Gosport and has been sited within the walled garden at Seafeld Park. The Parachute Jumping School, which is also a part of the Safety Equipment and Survival Training School, is now operating in one end of the Motor Transport hangar at Lee-on-Solent.

Those who knew Seafeld Park in the days of the Naval Air Signal School would find it difficult to recognize the establishment as it is now. The old Wardroom block has undergone extensive interior alterations, modernisation and decoration, with central heating, new galley, ante-room and all modern conveniences. The new mess opened on November 1, 1955, and the officers attached to the various tasks, and who had been living at Gosport and Lee-on-Solent, transferred to their new mess.

## Launching H.M. Submarine 'Porpoise'

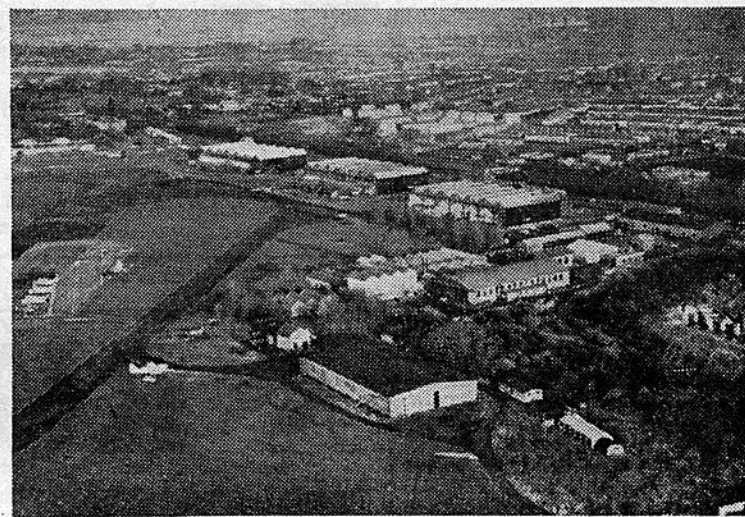
THE FIRST of the post-war operational type submarines of the new Porpoise Class, H.M.S. Porpoise, was launched on Wednesday, April 25, 1956.

H.M.S. Porpoise has a length (extreme) of 295 ft. 3 ins. and beam (breadth extreme) of 26 ft. 6 ins. The hull has been built, and the main machinery manufactured, by Vickers-Armstrongs. Admiralty Standard Range diesel-electric engines are installed. The electric propulsion system by the British Electric Co. Ltd. is of a much more advanced design than hitherto used.

In order that accommodation should be used to the very best advantage, a complete wooden "mock-up" of the new submarine was built on shore. Here a seamen's mess was completed in full detail and finish, bulkheads faced with plastic, foam latex mattresses encased in P.V.C. impregnated

nylon covers, separate bunk lighting and ventilation, with tables specially designed to the best modern standards. The complement of the new submarine will be six officers and sixty-five men.

ARE you about to leave the Royal Navy? If so you will find our Situations Vacant column on page 16 of interest.



Air view of H.M.S. Siskin

It is hoped that the new ship's company block at Seafeld Park, will be completed in September, 1956. In addition to providing accommodation for the actual ship's company, the building has been designed with the intention of providing a midday meal for all ratings working, but not living at Seafeld Park. These increased messing facilities will also reduce transport commitments.

The Aircraft Holding Unit, consisting of Tiger Moths and helicopters originally at Gosport, was transferred to Lee-on-Solent in July, 1955, as a result of requirements for hangarage by the Mechanical Training Establishment.

### 781 Squadron

After major repairs had been completed on one of the blitzed hangars, 781 Squadron, already based at Lee-on-Solent, moved into one half of the hangar, and occupied the offices adjacent to it. This internal move was found necessary since the Squadron's original hangar was allocated for the use of the new Naval Air Radio Installation Unit and the Naval Air Maintenance Development Unit, both of which moved to Lee-on-Solent in March of this year. Both these Units share a heated Bellman hangar, a new workshop/store building adjacent to the hangar and new offices which have been constructed nearby.

The Accident Investigation Unit now occupy a part of a new office block which they share with Fleetlands Test Flight.

705 Squadron, the Helicopter Flying Training School, transferred from Gosport on November 1, 1955, and occupied another repaired blitzed hangar and new office accommodation alongside. The *ab initio* helicopter training, where pupils need a large area free from obstructions and other flying tasks, continues to be carried out on a daily basis at Gosport, using the airfield as a satellite to Lee-on-Solent.

The arrival of 705 Squadron at Lee-

on-Solent completed the moves scheduled under Phase II of "Goodwood."

With the arrival of the Portsmouth Naval Gliding Club from Gosport in May, 1956, there will be in operation a great variety of flying at Lee-on-Solent.

### Closing Down

The Flight Deck Machinery Trials and Training Unit will follow from Gosport a few days before the Royal Naval Air Station closes down, and will be located in North Camp on the north side of the airfield.

The final task to be moved, and which will complete Phase III, will be the School of Aircraft Handling from Gosport in February, 1957. A new instructional block is to be built for the School, together with a "mock up" Flight Deck Control position, a hose-drying and firesuit proofing plant and simulated catapult and arrestor gear on a "dummy" deck. The school will continue to function at Gosport until February, 1957, notwithstanding the fact that the station closes down on May 31, 1956. It is intended, however, to accommodate officers and ratings attached to the School at Lee-on-Solent after the latter date, and transport them to and from Gosport daily until their new quarters have been completed.

Gosport has already begun to develop its "new look" since the First Admiralty Interview Board moved there in September, 1955, and the Second Admiralty Interview Board from Lee-on-Solent on December 15, 1955. Then, as previously mentioned, the Mechanical Training Establishment will transfer on June 1, 1956.

There remains only Phase IV of "Goodwood," which consists of demolishing Milvil Farm, a dilapidated building standing in the centre of the airfield at Lee-on-Solent, and of transferring two Dutch Barns to an alternative site. This work has been included in the Major Works Proposals for 1956/57.

## AIR GROUP CYCLE

WHATEVER THE critics may say, and let's face it we are a pretty critical lot when it comes to introducing new ideas into the Navy, the start of the Air Group Cycle in March, 1955, marked a big step in the right direction for the Fleet Air Arm.

The last war, coming as it did so very soon after the Navy had regained from the R.A.F. control of its air element, forced many compromises. Operational Squadrons had to be formed at the most convenient airfields as the need for them arose, and the men and aircraft became available. There was no fixed period allowed for them to work up ashore before embarking in Carriers; the length of time embarked depended entirely on the political situation and, indeed, the very life of the Squadron's might be anything from a few months to a few years. During their lives the squadrons were frequently on the move between different ships and shore stations.

Everyone realised that this was a most unsatisfactory state of affairs, but it wasn't until some time after the war was over and the process of demobilisation had been completed that it was possible to make any serious attempt at reorganisation.

One of the main difficulties was to marry the different requirements of the Carriers to those of the six Squadrons. The well established cruise programme on which the Home and Mediterranean Fleets were run, though well suited to ship management was not entirely compatible

with the needs of the air organisation. It was necessary to alter the structure of the Carrier Commission, particularly with regard to leave periods. The proposal, eventually approved by the Admiralty, was that Carriers should commission for two years, carrying out a period of eight months' continuous operational service with an Air Group embarked followed by four months re-fit and leave period each year.

### Reorganisation

At the same time, a very considerable reorganisation of the evolution and operational employment of Naval Air Squadrons to fit this scheme was being carried out. The new organisation had to include new economies involving a reduction in the number of aircraft and airfields devoted to training.

The Air Group Cycle is planned to meet the following requirements:—

- (a) The provision to the Fleet of fully worked-up Squadrons;
- (b) The phasing of a Squadron's life with that of a particular Carrier;
- (c) A more settled domestic life for officers and ratings in Front Line Squadrons;
- (d) The avoidance of continuous changes of personnel in a Squadron;
- (e) Economies in the use of aircraft.

The Air Group Cycle is necessarily related to the Carrier Cycle where four Carriers work on an annual basis of eight months at sea, followed by a four months' refit. The cycle of these

four Carriers is evenly spaced throughout the year; thus there is a Carrier embarking her Squadrons every three months.

Five and a half months before each Carrier is due to become available for service, the Squadrons allotted to it form up ashore and begin their work-up. Towards the end of the period, the Squadrons carry out Deck Landing Training in the Trials and Training Carrier, so as to be ready to embark by the planned date.

At the end of the operational period the Squadrons disembark and are allowed six weeks for leave and courses, after which they recommission and start the cycle again.

It will be seen that the Air Group Cycle is one of fifteen months, and since the Squadrons must form every three months to meet the requirements of the Carrier Cycle, five groups of Squadrons are required to man four Carriers.

Aeroplanes and Carriers continue to be temperamental and compromises have had to be made, but, on the whole, the system is working quite well. It may be found that the present cycle of fifteen months for Squadrons and two years for Carriers is not the best, and detailed amendments may be made, but the same pattern will be followed.

Barring another war, and subject, of course, to that mysterious phrase, "the exigencies of the Service," Fleet Air Arm personnel can look forward to a reasonably well ordered existence without the anxieties and uncertainties of the past; and this includes a settled period ashore from time to time. R.C.W.

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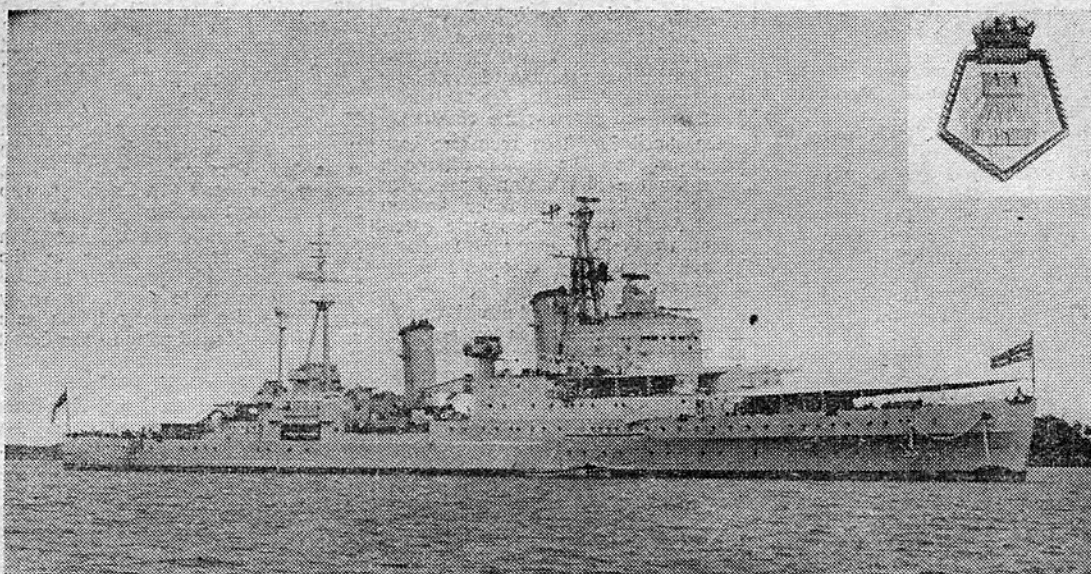
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# SHIPS OF THE ROYAL NAVY

## No. 8. H.M.S. NEWCASTLE



Motto: "Fortitudine Vinco" ("By Strength I Conquer")

### The Seventh and present H.M.S. Newcastle

H.M.S. Newcastle was built by Messrs. Vickers-Armstrongs & Co. Ltd., Newcastle-on-Tyne, and commissioned on March 5, 1937. She is a cruiser of 9,100 tons, with nine 6 in., eight 4 in. A.A. and eighteen 40 mm. A.A. guns.

#### Synopsis of present ship's career.

1937.—Joined Second Cruiser Squadron at Invergordon.

1938.—July 11 to 18: Visited Aarhus, where the ship had the honour of receiving the King of Denmark on board.

1939.—September: Joined 18th Cruiser Squadron employed in patrolling duties in the North Atlantic. November 12: Newcastle intercepted the German S.S. Parana which was scuttled by her crew before abandoning the vessel. On November 23 the Newcastle and Delhi, hastening to the aid of the armed merchant cruiser Rawalpindi, saw the gun flashes of the action, and were ordered to shadow the enemy. They sighted them six miles off at 1815, identifying two ships, only to lose them half-an-hour later in a squall of rain.

1940.—June 21 and July 2 was attacked by enemy aircraft, and again while at anchor in Plymouth Sound on July 28. No damage or casualties were sustained in any of these attacks.

October 11: Newcastle was part of the covering force in the operation of the bombardment of Cherbourg by the battleship Revenge. November 10: Newcastle left Plymouth to join Force "H" in the Mediterranean. November 27: With the battleship Ramillies, battle cruiser Renown and cruisers and destroyers, the ship was in action with an Italian naval force off Cape Sparti-

vento. Damage was inflicted on the enemy ships, and the only British ship to be hit was the cruiser Berwick by two 8-in. shells. December: Newcastle proceeded to Freetown to take up patrol and convoy escort duties in the South Atlantic Command.

1941.—May 18: The cruiser intercepted the Vichy French ship L.T. St. Laubert Bie carrying 1,700 troops. A boarding party was put aboard, and the French vessel was then escorted to a South African port by H.M.S. Pretoria Castle. July 25: Newcastle intercepted the German S.S. Erlangen off Rio Negro, but could not prevent her from being scuttled by her crew.

1942.—March: Newcastle joined the 4th Cruiser Squadron in the Eastern Fleet. June: Lent to the Mediterranean Fleet for the running of an important convoy to Malta. June 15: The convoy was heavily attacked by U-boats and E-boats, and Newcastle was unfortunately hit forward by a torpedo from an "E" boat, but she had no casualties and continued with the convoy. Her damaged bulkheads were later shored up at Aden and she then proceeded to Bombay where temporary repairs were carried out. The cruiser then sailed to New York for drydocking before proceeding to Plymouth for permanent repairs.

1943.—Newcastle completed at the end of March and sailed to join the 4th Cruiser Squadron in Eastern waters.

1944.—February: With the destroyer Relentless and with the aid of Catalina shore-based aircraft, Newcastle searched for an enemy tanker in the South Indian Ocean. The enemy vessel, Charlotte Schiemann, was sighted and sunk by Relentless on February 12. Forty-one survivors were picked up. April 19: Newcastle took part in an air strike on Sabang, Sumatra. The attack

was apparently a complete surprise. The operation was a great success, and substantial damage was inflicted for the loss of one aircraft, the pilot of which was saved. December 17: Newcastle was once again a unit of a force which made a Carrier strike on the north-east coast of Sumatra. The operation was successful.

1945.—March 25: Newcastle left Trincomalee for Sydney, leaving there on April 22 for the United Kingdom, and arriving at Plymouth on May 23. She lay at Plymouth until the middle of July, then proceeded to the Tyne to commence refit. The refit, however, was postponed, and Newcastle was detailed for troop duties to South Africa and India.

1946.—The ship arrived at Devonport on February 12 for a long refit, and completed trials on December 5, 1947. Newcastle arrived at Malta on the 22nd of that month to join the 1st Cruiser Squadron of the Mediterranean Fleet, and for the next two years was employed in the usual peace-time activities of the Fleet.

1949.—December: H.M.S. Newcastle arrived at Plymouth and was paid off into Dockyard control at Devonport on February 27, 1950, for extensive repairs to be undertaken.

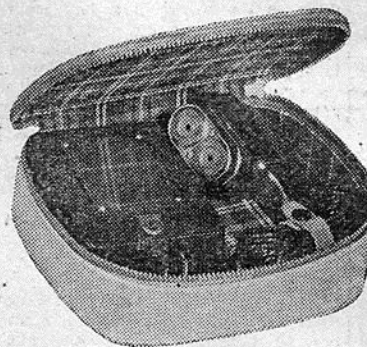
1952.—May: Newcastle left for the Far East Station to join the 5th Cruiser Squadron, and served in those waters until April 21, 1954, when she left Hong Kong for the United Kingdom, arriving at Portsmouth on June 10.

1954.—The cruiser left Portsmouth on June 29 for Singapore, where she went into dock for refit and completed on November 20. She then returned to Hong Kong to continue her service on that Station, and is at present (January, 1956), undergoing refit at Singapore.

### WONDERFUL NEWS FOR NAVAL MEN!

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## U.S., U.K. and Canadian Forces in Atlantic Exercises

U.S., U.K. & Can in ATLANTIC EXERCISES. Canadian and United Kingdom naval and air units will participate in a six-day N.A.T.O. anti-submarine exercise beginning on May 1. The combined exercise, designated "New Broom V," will provide training in anti-submarine warfare and hunter-killer operations for forces of the three participating nations.

Simulating wartime conditions, "New Broom V" will begin with a N.A.T.O. merchant ship convoy sailing from Norfolk (Virginia) to Gibraltar. While en route to Gibraltar, the convoy will come under individual and co-ordinated attacks by "enemy" submarines, which will try to destroy the ships, thus preventing vital cargo from reaching its destination.

The raiding submarines will in turn be subjected to attack by Canadian and U.S. hunter-killer groups, shore based anti-submarine patrol aircraft and blimps. Two convoys will be simulated on the return trip to Norfolk and will steam separately while enemy submarines seek them out.

Overall control and guidance for "New Broom V" will be exercised by Admiral Jerauld Wright, U.S.N., in his capacity as Commander-in-Chief,

Western Atlantic Area, with headquarters in Norfolk, Virginia. Vice-Admiral A. D. Struble, U.S.N., Commander U.S. Atlantic sub area, located in New York City, will exercise operational control of the forces and will be in charge of the "Blue" friendly forces while they are in the area under his operational control.

Rear-Admiral W. K. Goodney, U.S.N., Commander Ocean sub area, Western Atlantic, will command the "Blue" forces later in the exercise when they will sail into the area under his command. Captain C. M. Henderson, U.S.N., will be in charge of the "Orange," or enemy forces, operating out of New London, Connecticut.

Convoys will be made up of U.S. amphibious force ships and will be protected by Canadian and American aircraft carriers and destroyers. These anti-submarine units will be augmented by two United Kingdom frigates designated to the exercise by Vice-Admiral J. W. M. Eaton, R.N., Commander-in-Chief, American and West Indies Station. Shore based air units include Royal Canadian maritime aircraft which will fly from Norfolk, Virginia, an airship (blimp) squadron from Weeksville, N.C., and a U.S. Navy patrol squadron.

## Commissioning of Cruiser for Royal New Zealand Navy

THE ROYAL New Zealand Navy's newly acquired cruiser Royalist was commissioned at Devonport, Tuesday, April 17. Later on she will do a series of trials in the North Sea, and will be sailing for New Zealand later in the year to be flagship of the Royal New Zealand Navy.

Acquired by the New Zealand Government from the Admiralty, the Royalist is of the improved Dido

class, 5,900 tons, 512 ft. in length, and with a 52 ft. beam. Her main armament consists of eight 5.25 in. high angle/low angle guns. She has the latest gun direction equipment and air and surface radar. Her complement of about 500 all ranks will have modern facilities, including formica-covered tables—the first time these have been included in a New Zealand Naval ship. A modern laundry has been in-

stalled and there are improved facilities for bathing and showering, together with modern-type lockers. The work of the ship will be made easier with mechanical polishers, scrubbers and paintwork equipment.

The Royalist's crew will consist mainly of the ship's company which came from New Zealand with the Bellona. Since then they have been stationed at Devonport learning to handle the new type equipment. A number of the ship's company have been recruited in Britain.

### Commanded by New Zealander

The Royalist will be commanded by a New Zealander, Captain P. Phipps, D.S.C. and Bar, R.N.Z.N., whose appointment is regarded as a major step in New Zealand's policy of bringing New Zealand officers into the highest posts of the Royal New Zealand Navy. Captain Phipps brought the cruiser H.M.N.Z.S. Bellona to Plymouth to pay off in December last.

He joined the New Zealand Naval Volunteer Reserve as an Able Seaman in 1928, and was commissioned in 1930. He won the D.S.C. in 1941, while serving with the Royal Navy, and the Bar to the Cross when his ship H.M.Z.S. Moa played a major part in destroying a large Japanese submarine off Guadalcanal. He commanded the 25th Minesweeping Flotilla in the Pacific in 1944-45, and represented the New Zealand Government at the surrender of the Japanese forces on Naru and Ocean Islands. He recently concluded two years' exchange service with the Royal Navy, and had the appointment of Deputy Director of Operations at Admiralty.

## SHIPS OF THE ROYAL NAVY

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# W.R.N.S. NOTES . . .

## VISIT OF QUEEN ELIZABETH THE QUEEN MOTHER TO H.M.S. DAUNTLESS



ON THE afternoon of Friday, April 13, H.M.S. Dauntless, the W.R.N.S. Training and Drafting Establishment at Burghfield, was honoured by a visit from Her Majesty Queen Elizabeth The Queen Mother. She was received by the Lord-Lieutenant of Berkshire, Mr. H. A. Benyon, the First Lord of the Admiralty, the Commander-in-Chief, The Nore, Admiral Sir Frederick R. Parham, K.C.B., C.B.E., D.S.O., the Director, W.R.N.S., Commandant N. Robertson, C.B.E., A.D.C., Commander D. G. Clark, R.N., Commanding Officer, H.M.S. President and Superintendent E. L. E. Hoyer-Miller,

O.B.E., W.R.N.S., in charge of the establishment.

The weather was very unkind and it poured with rain the whole time so that Her Majesty travelled from point to point by car. Before she started her tour of the establishment, however, she inspected a Royal Guard of 100 W.R.N.S. drawn up just inside the entrance. The Guard, which was in the charge of First Officer J. S. Rae, W.R.N.S., included members of the Ship's Company and kitted trainees, some of a draft of W.R.N.S. awaiting passage to Malta and ten Wrens from H.M.S. President W.R.N.V.R. Division, representing the Reserves.

Her Majesty then visited the office block where Heads of Departments were presented to her, and walked through recreation rooms, messes and the Main Galley. She talked to several of the Ship's Company and trainees in each place. A visit to Sick Bay followed, where she chatted to two patients, and she afterwards called at the Handicrafts centre, showing great interest in the making of toys and basket work, before visiting a ratings' sleeping block.

Her Majesty took tea in the Wardroom with the W.R.N.S. Officers and then left by car through lines of cheering Wrens.

## W.R.N.S. UNIT, ROYAL MARINE BARRACKS

Presentation of New Colours by H.R.H. The Duke of Edinburgh

HIS ROYAL Highness The Duke of Edinburgh, visited R.M. Barracks, Eastney, on Monday, April 23, to present New Colours to the Royal Marines. The presentation was watched in bright sunshine by a very large crowd of Royal Marines, Wrens and their guests, and it was an impressive sight to see.

Wren Jennie Selway, presenting the W.R.N.S. Unit, was among N.C.O.s and Other Ranks who were presented to His Royal Highness after the ceremony. The W.R.N.S. Unit was again represented in the official photograph of the Duke and Officers of R.M. Barracks by Third Officer M. E. Prior, Officer-in-Charge, W.R.N.S., who was also presented with other Heads of Departments.

Wren Baker and Wren Harvey took charge of children of officers attending the reception, with the assistance of one Marine!

The Laying-up of the Old Colours took place on Sunday, April 29, when the W.R.N.S. Unit took part in the Church Parade.

### H.M.S. VICTORY

WRENS BROOMFIELD and Kerry have been selected to take part in the Combined Services Display in the Royal Tournament in June. They are now undergoing training with the other Services.

Our congratulations to Chief Wren Reid who was awarded a Certificate of Merit in the Women's Services Cookery Competition.

We welcome Second Officer Jeayes, W.R.N.S., who has recently returned to this country from Malta, and will take over duties of Senior Quarters Officer, Duchess of Kent Barracks, this month.

### H.M.S. COLLINGWOOD

WREN CUMMINGS is being awarded a Collingwood colour for hockey, and her enthusiastic assistance with sport in general during the winter season.

We are sorry to say good-bye to P.O. Wren Withey, our Quarters Assistant, on draft to Anthorn, and welcome P.O. Wren Peake from Falcon in her place.

### ROYAL WINDSOR HORSE SHOW

For the second time a W.R.N.S. riding team has been entered in the Services Jumping Competition at Royal Windsor Horse Show on May 12. Among those selected is Wren Nicholls, of H.M.S. Mercury. Second Officer Scott, W.R.N.S. (Excellent) is the non-riding team captain, and has been responsible for the many arrangements. We wish them every success.

### PROMOTIONS

Congratulations to Second Officer Pomroy, W.R.N.S., on her promotion. She was, until recently, Command W.R.N.S. Education Officer, and among other things, she was responsible for Wrens' Notes.

### Inter-Command Fencing Championships

Phase III of the Royal Tournament took place in the Gymnasium, R.N. Barracks, on April 25. The sole representative of Portsmouth Command was L/Wren Butcher (Victory). The results were Air 14, Nore 6, Portsmouth 1, and Plymouth 0 points. Commodore J. Y. Thompson, Royal Navy, very kindly presented the Inter-Command Shield to the winners. The individual prize went to L/Wren Jago (Pembroke). L/Wren Jago, Wren Henning (Seahawk) Third Officer Joll, W.R.N.S. (Heron), and Third Officer Hales, W.R.N.S. (Gamecock), have been selected to represent the Service, and are now undergoing intensive training at the R.N. School of Physical Training.

### PORTSMOUTH NAVY DAYS EASTER, 1956

#### W.R.N.S. Handicraft Display

Navy Days come at an awkward time for a handicraft display, when Christmas presents are still a headache of the future and—very naturally—people want to take what they have made with them on leave.

Nevertheless, the W.R.N.S. Handicraft Display filled the boat-shed provided with considerable variety, drew a great many compliments from visitors and dispelled not a few illusions about what Service women do with their spare time! In all fairness we must acknowledge the assistance of H.M.S. Ark Royal, who most kindly moored herself almost on our doorstep, and provided a steady stream of visitors in what might otherwise have been a backwater. They stopped, looked and asked many questions. Children (too young to recruit, alas!) were particularly interested, and the older generations who inspected the Wrens' dressmaking with highly critical eye were most impressed. Male visitors who hung back rather embarrassed at the door, brightened when they saw some excellent woodwork—which, they were surprised to learn, was on exhibition, and not part of the "props." A lady who intended teaching basket-work came along for "hints"; and what a wonderful profit could have been made if all the sale offers had been accepted. (Are there any Wrens willing to take knitting orders?)

Sincere thanks to all those who risked their possessions to help the display, and for the hard work they must have done. A special thank-you to W.R.N.S. Unit, H.M.S. Collingwood for a wonderful contribution. And may we remind everyone that the next Navy Days take place in August. This is one of the few concrete ways in which we can show the public the "other side" of Service life.

# Friendly Wives

## SOUTHSEA BRANCH

THE MEMBERS of the Southsea Branch had a busy and a social month during April.

Easter Sunday, April 1, was "our" day for manning the creche in the dockyard during Navy Days, and many members volunteered their help at various times—many for the whole afternoon—to care for the children.

On April 3, fifteen members very much enjoyed the social afternoon given by the North End Branch, to which they had been invited, and on April 5, fifteen members were entertained by the Gosport and Fareham Branch at a very enjoyable social afternoon.

Our own meeting last month was on Monday, April 9, when we watched a most interesting and instructive demonstration on confectionery making by a representative of the Southern Gas Board, and many members went home with new recipes for making sweets.

This month we have our meeting on Monday, May 14, when there will be a talk on "Portsmouth and the Navy," and on May 16, there is the half-day outing when some of the members will go over a factory at Petersfield and then for a coach tour of Sussex.

Any details regarding membership and arrangements for future meetings can always be obtained from the Hon. Secretary: Mrs. Dore, 28 Grant Road, Farlington, telephone Cosham 78081.

## NORTH END BRANCH

A SOCIAL afternoon was held at our meeting in Fisher Hall, Whale Island, on Tuesday, April 3—and we had great pleasure in entertaining members from the Southsea Branch and the Vernon Branch. Mrs. Dimmock and Mrs. Williams acted as M.C.s and arranged a programme which included the Russian Ballet, Musical Parcel, the Bradford Barn Dance, Elimination Waltz and a team game. Mrs. Simpkins played the piano. The Raffle was for a cane flower pot holder and a bunch of spring flowers.

## VERNON BRANCH

THE H.M.S. Vernon Branch held a General Meeting in the Wardroom Annex, H.M.S. Vernon, on Wednesday, April 11, at 2.15 p.m., at which we were very pleased to have as our guest Mrs. Winter, Honorary Secre-

tary for the Portsmouth Area. Mrs. J. Grant, Chairman, presided.

We were very pleased to welcome so many new members at this meeting. Three films from the British Transport Film library were shown and proved most interesting and enjoyable. The first of these, "The Heart is Highland," was a travel film in colour and during the twenty minutes showing, transported us from Edinburgh to the Highlands through some of Scotland's most perfect scenery. We thank Mr. Coombes, who acted as projectionist.

A larger number of children than usual were present owing to the Easter school holidays; some of these were old enough to watch and enjoy the films, while younger children were very kindly looked after in the Guest Room by Wrens Shearns and Murrey. We greatly appreciate their help.

The Chairman read a letter from Commodore Thompson expressing thanks and appreciation of the work done by members in helping with the Navy Days' Creche on Easter Monday. Help from our Branch will again be required on the Saturday before August Bank Holiday, and we shall be asking for volunteers for this most important work at a meeting nearer the day.

A pair of embroidered chair-backs were raffled by Mrs. Brewer and won by Mrs. Finn. Tea was served by the Tea Committee under Mrs. Marchant.

We congratulate Mrs. Waterfield and Mrs. Davies, two of our members, each on the birth of a daughter.

During April some of our members attended two Social Afternoons at the invitation of the North End and Gosport and Fareham Branches. These visits were thoroughly enjoyed.

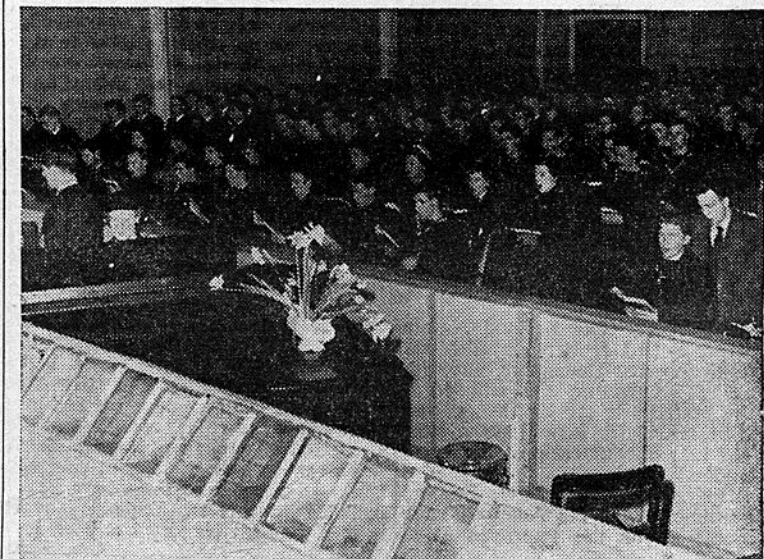
### Future Events

The next General Meeting will be a "Beauty Demonstration" by Innox Ltd. in the Wardroom Annex on Wednesday, May 9, at 2.15 p.m. We are looking forward to entertaining members from the Portland Branch who are visiting us on this day.

Sewing Meetings will be held on May 2 and 30.

The Whist Drive in aid of King George's Fund for Sailors will be held in Vernon Cinema on May 16, at 2.15. Tickets 2/- each, inclusive of refreshments, are available from the Committee and we hope all members will come, bringing as many friends as possible.

# Have you ever been to Church in a Theatre?



St. Andrew's Church, in the Royal Naval Barracks, Portsmouth, had a most unusual problem in these days of empty churches: it could only seat 250 people, but it usually had congregations of 300, and in spite of placing extra chairs and benches at the back of the Church, many worshippers had to stand throughout the service. So the Padres borrowed the Victory Theatre. They placed the Communion Table on the stage, and an organ and two pianos in the orchestra pit, and on the first Sunday they opened the doors at 20 minutes to 10, and waited for their congregation, and hoped. . .

They need not have worried. By 10 o'clock the theatre was filled by nearly 400 men and women—officers, sailors, wrens and civilians who had come from all over Portsmouth to worship.

The doubters had prophesied that the atmosphere of worship would disappear in so vast a hall; that people would not come to divine service in a place of entertainment; that you could not preach the Gospel over the footlights. But they were very wrong. The opening hymn started a little hesitantly—it did feel a little strange—but the spirit of worship grew, and before the last hymn was sung, and the Blessing given to a sea of bowed heads, everyone knew that the experiment had been a success.

So now there is a service in the theatre every Sunday—proving the truth of the ancient words: "Whenever two or three are gathered together in My name, there am I in the midst of them."

J. M. S. G.

W.R.N.S. ANNUAL SERVICE  
SUNDAY, MAY 13, AT 1000HRS.

Victory Theatre, Royal Naval Barracks, Portsmouth

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## Have YOU a personal problem . . ? ASK JOHN ENGLISH

John English will be pleased to answer your queries. A stamped addressed envelope will be appreciated.

### Pension Queries

I SHOULD be most grateful if you would please answer my following queries:

(a) How are broken or incomplete years in rank assessed for pension; i.e., in my own case 11 years, 9 months and 19 days "Chief" time.

(b) Can a rating nearing pension request to be drafted near his home with a view to seeking employment and generally attempting to re-settle himself prior to his release. I cannot participate in usual E.V.T. courses because of my job, nor do I get a lot of time at home except at seasonal leaves to look for anything. With my time expiring in November this year, I feel I should be doing a little more for myself, but in this particular job I find it difficult to do so.

(c) With the R.N. Recruiting Service now on an active service basis does D.N.R. attempt to place selected volunteers as near as possible to their selected homes or places of residence. I believe there is an A.F.O. which deals with this matter. Many thanks.

Answer: Here are the answers to the three queries you have given me.

(a) The amount of pension entitlement for incomplete years is assessed as a fraction of 365 days, the resulting figure being worked to decimal points.

(b) While service requirements may not enable a rating to serve near his home for the last few months in the service before going to pension, a request for draft in these circumstances will be given sympathetic consideration.

Should you request for an E.V.T. course prior to going to pension, every effort will be made to arrange this for you.

(c) While the conditions of the Recruiting Service are that members are liable for service anywhere in the U.K., as far as possible individuals are appointed to the areas of their preference.

### R.N. Recruiting Service

I WOULD appreciate any information you might be able to give me regarding entry and conditions of service of Royal Naval Recruiting Staff. Would a P.O. age 41 (service from 1933-1947) be eligible for entry, or is potential entry solely from 22 years' service pensioners at time of discharge from R.N.?

Answer: In reply to your letter dated March 26, entry into the Naval Recruiting Service is restricted to men who have completed 22 years' pensionable service and who have held at least the rating of P.O. or Sergeant R.M. for at least five years continuously. Applications are usually made when a man is within six months of completing his time.

I regret that you do not appear qualified for this service.

### R.F.R. Good Conduct Badges

AS A reader of NAVY NEWS I would be obliged if you could furnish me with some information re good conduct badges for Royal Fleet Reservists.

(1) Are they awarded good conduct badges while serving as a Royal Fleet Reservist?

(2) Or if not, in the event of being recalled for active service, can they apply for same then?

Answer: With reference to your letter dated March 16, Royal Fleet Reservists are not entitled to the award of further Good Conduct Badges whilst serving in the Reserve.

The only service reckonable for the award of Good Conduct Badges is active service in the Royal Navy and fully mobilised service for men in the Royal Fleet Reserve.

### R.N. Emergency Reserve (Special List)

ON COMPLETING my 12 years service and being demobilised, I received my "Release" Form, and paragraph 4, I think it is, states that I am liable to recall in case of emergency, and every so often I get a form to sign stating my occupation, etc.

I have often wondered what Class of Reserve this is and nobody seems to be able to give me the answer—I presume it is like the Army "Z" Reserve. So I am writing to you to see if you can enlighten me as to what this Reserve is called, and up to what age you have to "serve" in this Reserve.

Thanking you in anticipation.

Answer: In reply to your letter of March 9, on completion of your Continuous Service engagement you became a member of the Royal Naval Emergency Reserve (Special List) under the term of the Navy, Army and Air Force Reserve Act, 1954. Broadly this Act requires all men under the age of 45 who have served in the Royal Navy at any time from September 3, 1939, to December 31, 1948 (with certain special exceptions) to become members of the Royal Naval Emergency Reserve (Special List) until June 30, 1959, or until they attain the age of 45, whichever is earlier. Members of this reserve have no liability for training but are liable only to be called out in the event of great emergency or imminent national danger. Some members of this reserve are required in peace-time to complete a form giving details of their employment. The reason for this is that a reservist may have occupational or technical qualifications of an important kind, or he may be engaged on work which would be of great importance in the event of an emergency. In such circumstances it may be in the national interest not to recall him, or alternatively to delay his recall for some months. This is the reason for the forms you have referred to being sent to you for completion from time to time.

## Motoring Notes...

ALL READERS are no doubt conscious of two very important recent events which have affected their pockets. The first of these is, of course, the pay increases which took effect at the beginning of April whilst the second is the Budget of April 17.

### They Want Your Money

Readers may well ask "What have these two items to do with motoring?" Well so far as the motor trade is concerned they have a lot to do with it. Many people, for example, had held off from buying a vehicle in the hope that some sort of tax reduction would be forthcoming in the Budget and are now once more circulating round the dealers looking for some sort of car or motor-cycle. In addition to these people who intended buying anyway, a very significant number of potential motorists have also suddenly appeared among Service personnel purely as a result of the pay increases.

Make no mistake about it, the motor trade is very keen to help you to spend the pay increases you all now enjoy.

### Let the Buyer Beware

At common law the maxim "caveat emptor"—"let the buyer beware"—is strictly applied under the Sale of

Goods Act. It, therefore, behoves all potential buyers of motor vehicles to be careful when buying secondhand. It was with this in mind that the notes in the March issue of the NAVY NEWS were written.

Let me once again remind you of some of the pitfalls that await the unwary. Firstly, secondhand vehicles are invariably invoiced "as seen, tried and approved," which can make life very difficult for you if defects are discovered subsequent to taking delivery. The reputable dealers do of course give a reasonable service after sales should any unsuspected faults come to light, but most of the back street dealers cannot possibly give any service since they rarely have any workshop facilities available with which to do so. Secondly, although it is fairly easy for a dealer to give a car body a superficial face lift, it is not so easy to disguise chassis defects. A prudent look underneath a car at the underside of doors, running boards, wings and at the chassis frame can be most revealing. Even the writer, who ought to know better, has been caught twice in the last six months with cars which had very badly corroded chassis frames, so bad that he dare not offer them for retail sale.

Once more then, let me repeat "let

## Book Reviews

**Dinghy Ownership.** Geoffrey Nightingale (Adlard Coles Ltd., 16/-).

"NEVER OWNED a sailing boat and thinking of buying a small one? Get a copy of Geoffrey Nightingale's 'Dinghy Ownership.' It's money well spent and may save you pounds. But don't buy all his gadgets until you know by experience just which ones you need." That is the advice that we should give under the circumstances.

This is a book full of common sense, much good advice and a number of useful tips. Sir Geoffrey Nightingale has written it in simple language with the happy habit of explaining nautical terms as he goes along, which makes the reading so much more pleasant. He covers a very wide field, from choice of boat to what one must do if a member of the crew falls overboard. Much of the contents is of interest and value to owners of far bigger boats.

It is perhaps unfortunate that the dinghy illustrated in Plate I, and to which the author frequently refers, is not of more orthodox design and was not caught by the camera in a most unusual sailing circumstance. Also, in his list of boats, mention might well have been made of the small folding canvas sailing dinghies made by a Canvey Island firm. He is rather apt to attach things to the boom without explaining that such practice is not possible with roller reefing. The paragraph on "The Centreboard and Helm Balance" does not read quite clearly—we rather suspect that C.E. and C.L.R. have changed places once or twice!

In general, "Dinghy Ownership" is a sound, well-written and well-illustrated book. If there are any points in it with which a reader may not agree, they are probably only matters of personal prejudice, and what hobby has more of these than sailing?

**The Cape Horn Breed.** Captain W. H. S. Jones (Andrew Melrose, 21/-).

Captain Jones went to sea in 1905 in the sailing ship "British Isles" as an apprentice, a "Brassboulder." His book is the story of his four years' service, in these last bitter days when the tall ships, forced from the seas by the more economical "steam kettles," were being compelled to earn a meagre profit in the long-distance hauls of coal to the west coast of South America, nitrates or wheat to Europe. Undermanned and under-rationed, the great ships kept the seas and their pride, never putting in except to discharge or load, their crews working unceasingly to sail them in storm and maintain them in calm. It is almost incredible that, within seven years of Captain Jones' first voyage, the Titanic was to sail, in all her luxury, on the week's voyage across three thousand miles of Atlantic that she never completed; for the "British Isles" took fifty-five days of unremitting toil and ever-present danger to make the relatively short passage from one side of Cape Horn to the other.

The story is told with unassuming modesty and with an underlying, simple honesty that commands the attention a reader would withhold from many a more pretentious book. There is not much humour, there is no sex, there are no morals drawn. This, says the author, in effect, is how things were. The result is telling, often moving, always manly. We see the continuity of human nature, in its moments of selfless courage or in its absurdities. Captain Jones tells how "Gangs of exuberant youths . . . dressed in a peculiar style . . . roamed the streets at night, speaking their own slang and often engaging in 'wars' with rival 'pushes'." That was Sydney, in 1906.

And one must, surely, put upon the

the buyer beware." Remember also that most insurance companies require an engineer's report before they will insure a pre-war car. It is prudent always to bear this in mind when you are contemplating the purchase of a vehicle. If you are not certain that the one you are considering will pass a mechanical inspection, then just forget about that one and look at something else.

### Dates For Your Diary

May 12 General Practice Day. Goodwood.  
" 21 Whit - Monday Meeting. Goodwood.  
" 26 South Western Rally.  
" 30 S.W. Centre B.A.R.C. Meeting and Film Show.

A. E. MARSH.

wretched publisher's reader the blame for an old howler, ". . . logging 180 to 200 knots a day"!

**Dieppe at Dawn.** R. W. Thompson. (Hutchinson, 15/-).

The pity and terror of such forlorn enterprises as the Dieppe raid are unlikely quickly to be forgotten. Mr. Thompson's account is admirable in the clarity of the picture it gives. It is not easy to record, even with the clearer perspective afforded by the lapse of years, the confused events of these crowded hours; yet the part played by each unit, often by each individual, is so woven in, that the roundest impression possible of the whole emerges. The author's analysis of the attack, in all its main aspects, is similarly lucid, and the various appendices unencumbered, so that the student has before him a most useful statistical summary for reference.

But Mr. Thompson, a professional reporter, has been unable to overcome the sustained vehemence which, appropriate as it may be in the transient columns of a newspaper, loses its force and eventually becomes tedious in a book. To his credit, let it be said that he recognises this shortcoming, and he speaks, sincerely enough, of "seeking constantly to curb" his excesses of vocabulary. The recognition is not enough. Heroism speaks for itself. The giving which did not count the cost should be remembered soberly and quietly, as is fitting either where men learn the lessons of war or honour high endeavour.

**The Drama of the Scharnhorst.** Corvette - Captain Fritz - Otto Busch (Robert Hale, 15/-).

Able translated from the German, this book sets forth the story of the battle of North Cape, in which Admiral Sir Bruce Fraser (as he then was), in H.M.S. Duke of York, brought to action and sank the German battleship Scharnhorst. The earlier history of Scharnhorst is sketched, perhaps a little too rapidly to be altogether satisfying, in the opening chapter. The remainder of the book describes most clearly the strategic and tactical situations, as seen first by one side, then by the other; the setting and closing of the trap; and the final duel.

All is told with an objectivity and fairness which are wholly praiseworthy, and which reap their reward; for the reader, untaxed by the excuses normally so liberally scattered in the books written by the losers of battles—and often in those by the

winners also—is enabled to make his own appraisal of each development. The dilemmas of the opposing commanders, of the British to defend the vital Russian convoy while keeping it sufficiently in harm's way to entice, and of the German to press home a convoy attack without becoming involved in action with heavily superior forces, are presented, studied and resolved. Interest is heightened by an imaginative and authentic use of the contrasted ways of British and German naval speech.

A British naval officer is recorded elsewhere as saying: "In the Navy we fight ships, not men." Here, without any lack of perception of the conflict of personalities of men and nations, is proof that it is so.

R. I. C.

## Home Fleet Visits to Seaside Towns in the United Kingdom

H.M.S. Glasgow.—Whitby, July 12-16; Brighton, July 18-23.

H.M.S. Apollo.—Teignmouth, July 19-24.

H.M.S. Defender.—Dover, July 13-18; Margate, July 19-23.

H.M.S. Agincourt.—South Shields, May 11-16.

H.M.S. Barrosa.—North Shields, May 11-16.

H.M.S. Battleaxe.—Cardiff, July 14-20.

H.M.S. Contest.—Bridlington, July 12-18.

H.M.S. Scorpion.—Oban, July 13-20.

H.M.S. Reward.—Brixham, May 4-9; Aberdeen, June 13-18; Great Yarmouth, July 19-23; Goole, July 12-18.

H.M.S. Theseus.—Tynemouth, July 17-22.

H.M.S. Ocean.—Hartlepool, July 17-22.

See page 16  
for  
Classified  
Advertisements

## Customs and Traditions of the Royal Navy

By

COMMANDER A. B. CAMPBELL, R.D.

With a Foreword by

ADMIRAL OF THE FLEET LORD CHATFIELD,  
P.C., G.C.B., O.M., K.C.M.G., C.V.O.

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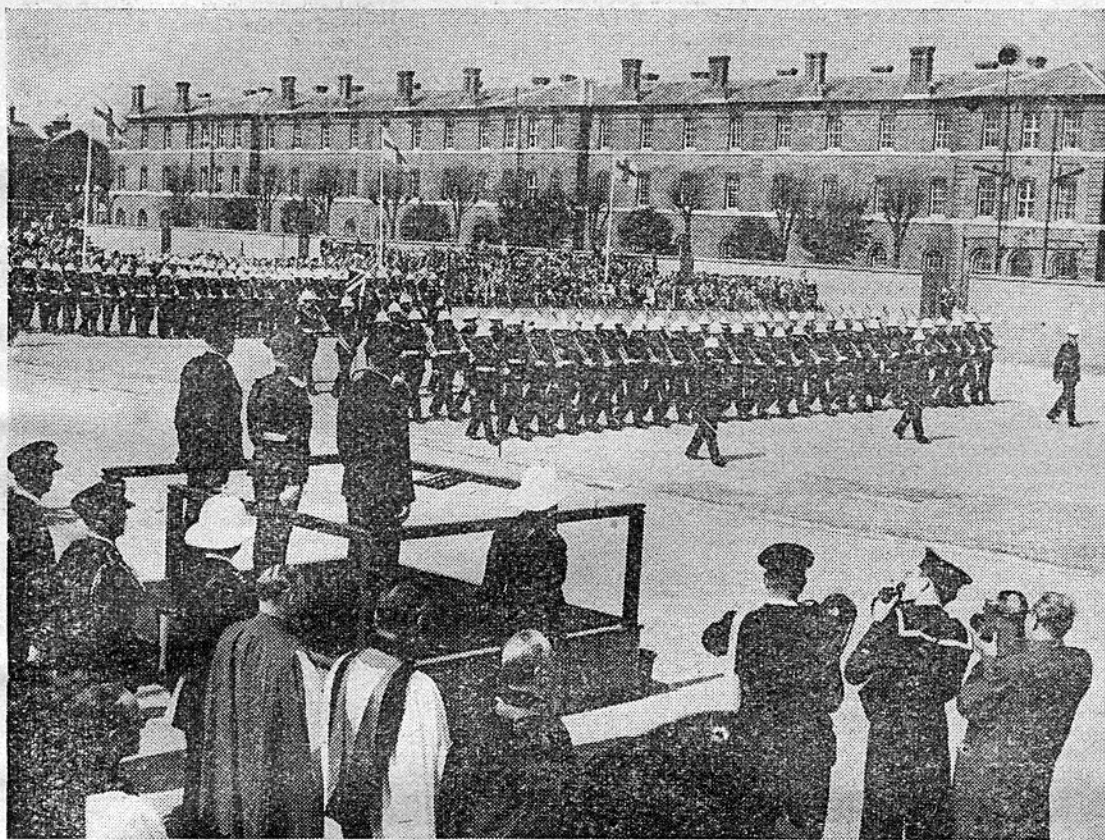
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## H.R.H. The Duke of Edinburgh Presents New Colours to Royal Marines at Eastney



THE DUKE of Edinburgh, who is Captain General of the Royal Marines, presented new Colours to the Royal Marines Barracks, Eastney on Monday, April 23, St. George's Day. He flew to Portsmouth by helicopter, landing on the south lawn of the barracks.

The old Colours, trooped for the last time at the ceremony, began at 11.00 a.m., were presented by the late

Duke of Kent on December 3, 1931.

St. George's Day is also the anniversary of the attack on Zeebrugge in 1918, and the holder of one of the two Victoria Crosses awarded to the Corps for their gallantry in that raid attended the presentation of the new Colours. He is Lieut. N. A. Finch, V.C., M.S.M., R.M., a Sergeant in April, 1918.

Among those present were the First

Lord of the Admiralty (the Rt. Hon. Viscount Cilcennin), other members of the Board of Admiralty, the Commander-in-Chief, Portsmouth (Admiral of the Fleet Sir George E. Creasy, G.C.B., C.B.E., D.S.O., M.V.O.) and the Commandant General Royal Marines (Lieut.-General C. R. Hardy, C.B., C.B.E., D.S.O.).

The Commanding Officers of the Soviet Squadron at Portsmouth were also present.

## Married Quarters

APRIL'S SUNSHINE and longer hours of daylight have encouraged the builders and brought on the houses. Already in the first three weeks of the month sixteen new houses have been occupied and, before the end of the month, we should reach the milestone of taking over the 100th ratings' house.

There is plenty of visible progress at the ratings' estates which have not yet reached the stage of producing finished houses. Rowner has continued to go along excellently and there will be more news of it and of Eastney later in the article. The first blocks of flats at Stamshaw are roofed, a stage which, though still far from completion, always gives a lot of satisfaction. There is also progress with the flats at the Paulsgrove extension although brickwork is not yet apparent. A start has been made on the Gosport site, where nearly 500 houses are to be erected. Roads are on the way and already some foundations have been laid. It is hoped that there will be a lot of houses in an advanced stage of building before the end of the summer. This project is divided into two contracts and it will be interesting to compare progress in the two parts.

At Paulsgrove progress has been made in turfing the banks and verges with turfs dug from the site at Gosport. It is a pity that this estate is not further advanced so that greater opportunity could be taken of this chance of ready grown grass. It will soon be too late in the year to lay turfs and we shall have to wait until the end of the summer before any more progress can be made in this matter. The pavements are going down at Brockhurst and this should be a great boon to the tenants. They have suffered a good deal from mud during the winter, but it was not possible to start this work before as the ground required time to settle after the laying of the gas and electricity mains.

Experiments have been carried out with a new type of ceiling. It has been found that the conventional type formed of plasterboard and plaster almost invariably crack owing to the shrinkage of the wood in the plasterboard. The alternative is to use a form of plastic paint instead of the plaster.

It is claimed that this paint will not crack when the plasterboard shrinks. The finish is not plain, but can be finished in different patterns. A number of tenants have been shown the result and asked for their opinion of the general effect and which pattern they prefer. The general opinion has been in favour of the new scheme and of a "stippled" effect which has the appearance of a somewhat expensive paper.

May should show even better results than April. At the Rowner Estate, not less than thirty-two houses should be completed. The only snag is that they cannot be occupied until the Gosport Corporation sewer is complete. This has been delayed by a number of factors, but it is understood that these will all soon be overcome. A further difficulty arises in that they cannot be furnished until there is a tenant ready and able to move in. The furnishing organisation will be hard put as, not only will they have these houses to deal with, but also the usual number from Paulsgrove and Brockhurst and the first from the new estate at Eastney. The first houses at Eastney are already practically complete, but cannot be occupied until the widening and remaking of Fort Cumberland Road is completed. Some of the houses on this estate will go to the Royal Marines who have not yet had any of the new permanent houses.

Officers, also, will be getting some new houses in May. There should be the first of the houses for officers of the rank of Commander and above at Eastney Esplanade and the first of the houses for Lieutenants on the slopes of Portsdown Hill.

Hirings are becoming increasingly difficult to find. This is not surprising with the summer season coming along, but better progress could be made if more people would be prepared to live further in the country.

The number of applications continues to be high. Nevertheless, when the statistics are worked out for publication in the local orders at the end of the month, it is hoped that they will show a slightly shorter waiting time on the roster and little, if any, overall increase in the total numbers on the roster.

## TRAMPS ABROAD



RETURNING IN 1940 after the evacuation of Norway, I reported to Whale Island in a patched pair of grey flannels, a civilian respirator and a pair of skis (the latter obtained by a "swap" of an old great coat with a French Alpine Chasseur, an exchange regretted by both of us on our return, he to his mountain warfare and I to a wintry England).

Someone slammed a door at "Whale," I ducked and the "Powers" that be" said "Bomb happy, go on indefinite leave."

Two days later I received my appointment to H.M.S. Enterprise, and a railway warrant to Plymouth.

I reached Whale by phone "What the H...?" (or rather that is what I intended to say!) "It's quite all right," replied the soothing voice. "Just go to Plymouth and help out with the shoot and you'll be back by the end of the week." I said a hurried farewell to my wife and in a ready-made suit entrained for Plymouth. Well! Two and a half years later, after a spell in the Mediterranean, Florida Coast Patrol, South Atlantic and what seemed a lifetime patrolling the Indian Ocean, I again reported to Whale Island. "Ah! Just the chap we've been waiting for, where have you been?" And what is all this leading up to? For ten years after that eternity in the Indian Ocean, I'd prayed that I should never be sent there again. It was therefore with a sinking heart that I joined the Newfoundland in

the winter of 1952 for a commission in the East Indies.

"Best station of the lot," a friend said from his shore office chair.

"Rot," I replied (or words to that effect), "I've 'ad some." But what I knew of the East Indies was of the vast ocean itself. Fuelling and storing at sea with an occasional visit to Colombo. Only once did we enter the crowded harbour of Trincomalee, and then merely to fuel, in at night and out again first light the next morning, just long enough for me to wander around the darkened dockyard for four desolate hours as Patrol Officer.

Once again began the arduous trials period at Plymouth, the smooth trip to Gib, the working-up period at Malta and the wonderful morning when we left the Mediterranean fleet as an independent command.

Through the Suez to Aden and then straight into our first cruise with visits to Makulla in Arabia and Mogadishu in Italian Somaliland. Slowly the hands settled down; slowly we began to learn what little wheels to turn, what little ropes to pull, what little things the Commander liked and disliked; and slowly we learned not to disappear down the nearest ladder at the approach of the Captain.

It was a happy ship. The East Indies, a station to be avoided at all costs, ceased to become a nightmare. With a happy Ship's Company, it just didn't matter where we were sent.

Of course we had our bad moments, but looking back, one remembers only the many good ones.

From Mogadishu to Mombasa, and then the eight day trip through a sea of glasslike smoothness to arrive off Trinco as if straight from a beauty parlour; through the narrow entrance with its wealth of green palms and tropical vegetation, into one of the finest natural harbours in the world, empty, but for one ship, the cruiser Ceylon.

We slowly approached, the "Stills" sounded, the veterans on the Ceylon critically watched their new flagship. We were not to spend much time together, but each moment of that time would be filled with friendly rivalry for cleanliness, for efficiency and on the playing fields. A few hands waved and then we had silently passed to approach the fuelling jetty. There are four main stations in which one can serve a commission (the others are merely pleasure cruises where in the intervals of entertainment and hospitality, one volunteers for duty in order to find the time to write home!) (Comments to the Editor, please!)

There is the "Home" station. Most unsettling, "popping in and out" of Home ports and meeting fresh faces each time one sits down for a meal. On the Mediterranean station, with its many varied ships, one has always the feeling of being a small cog in an impersonal mass of wheels. The Far East Station, where the most important person aboard is the Met. Officer, into whose hands we place our destiny and await the direction of the next typhoon.

And last but not least, the East Indies.

Shivering at this typewriter I remember the early reveilles, the decks drying almost as soon as the squeegees had passed along, of hot sun beating on the awnings, and the almost unbearable heat below decks. The afternoons at Sandy Bay, a few steps from Pepperpot pier, and the sprint across the hot burning sand to the inviting sea. Cricket, hockey and soccer on the "Highflyers" ground, and back to Pepperpot to await the liberty boat, squatting on the hot cement pier to watch the play of the highly-coloured fish in the translucent water. After supper, revelling in the coolness of the evening, watching the cinema on the upper deck, or fishing 'neatly the lights of booms and ladders.

(To be continued in our next.)

## R.N.A. NOTES (Continued from page 11)

### WEST BROMWICH

HELLO SHIPMATES, everywhere! This is the first time we have appeared in print in the NAVY NEWS, and hope it will be the forerunner of many such articles.

At the present time we are by our various functions and activities doing everything in our power to increase our funds to cover the cost of the dedication of our Standard later in the year. In the past we have held numerous Social Evenings and Dances, all being duly organised by our present Chairman, S/M Bill, which have always proved to be a great success to all in attendance, not forgetting our Jumble Sale, which was quite a feat and most helpful in swelling our funds. We can only hope that our next will prove even more fruitful. (If you have any old rags you don't want, please send them to our Headquarters at the Fox and Dogs, High Street), and we will show you how to dispose of them.

Future social events of the Branch include a joint evening outing in conjunction with the Oldbury Branch, on May 5, when we pay a visit to the "Half Way House," Bridgnorth. Press publicity has been arranged, and we have invited any ex-Matelots in the Bridgnorth district to come and meet the two Branches of the Association; as, unfortunately, Bridgnorth do not have a Branch (yet)—for, who knows, we may be the means of interesting someone to form a branch. We can promise them a good evening as we are taking artists with us, and an organised entertainment will be presented.

In June an organised party are spending a week-end in London to attend the Royal Tournament—and, of course, we shall be at the Reunion in full force.

### BARNES & MORTLAKE

GREETINGS SHIPMATES. I'm pleased to be able to report steady progress of the Branch in spite of one small set-back, which has made us change our Headquarters. We have accepted the kind offer of the host of "The Coach and Horses" in

Barnes High Street, to hold our meetings there in future.

At our meeting on Monday, March 12, we had the pleasure of enrolling three lady members, and four lady associate members, the latter having taken over all our catering arrangements.

On Friday, March 16, the branch sponsored a dance in aid of the N.S.P.C.C. Our Hon. Treasurer, S/M Cdr. G. Vigus, and his good lady are both members of the local branch of this society. Now shipmates, I know we all have our "pets" as regards charities, but if you could do even as we did, it would help. I only wish you could have heard the local chairman of the N.S.P.C.C., Mr. F. E. Thompson, who wound up his short speech with a vote of thanks to the branch. One point in his speech is worth recording, it was easy to collect money for the R.S.P.C.A., but it was a different story when it came to collecting for the N.S.P.C.C.

### ISLE OF WIGHT

APPROXIMATELY FIFTY members attended our last monthly Meeting, held at the London Hotel at Ryde on March 16.

Our Chairman, Shipmate Rann, gave the welcome news that our new premises would be available for occupation in the near future as the work on repairs and alterations had commenced.

Our Sick Visitor, Shipmate James, pronounced a clean bill of health for our Branch members. A presentation of a handsome time-piece was made to Shipmate Abraham and his bride-elect, who enter the Sea of Matrimony very shortly.

Both Shipmate and Miss Moorman are both enthusiastic workers for the Association and all members wished them a happy commission. We are pleased to say that our membership is slowly but surely increasing.

Well, Shipmates on the mainland, we hope you will breeze along and pay us a visit if you happen to be spending holidays in our island. Our Meetings are held on the third Friday of the month.



## POST SERVICE CAREERS

### The Probation Service

THE SOCIAL services of Magistrates' Courts fall for the most part to the probation service, which offers a career with full opportunity for individual initiative to those who are interested in a case-work approach to the problems of delinquency. A probation officer must possess character, personality and good intelligence, a clear and unbiased mind, sound judgment and the ability to express himself with clarity and precision.

#### Other Duties

The main duty of a probation officer is to supervise offenders of all ages placed on probation by the courts, and to advise, assist and befriend them so that they use wisely the opportunity probation has given them. Other duties include the supervision of children found by the courts to be in need of care or protection or beyond control, the investigation of social and personal histories of persons who come before the courts, matrimonial conciliation work and the after-care of persons released from approved schools, borstals and prisons.

The Probation Rules provide that no person under the age of twenty-three may be appointed a whole time probation officer, and that persons over the age of forty may be appointed only if they have satisfactorily completed an approved course of training. The usual method of entry to the probation service is through the training scheme organised by the Probation Advisory and Training Board in conjunction with the Home Office. Applicants for training who are

under the age of thirty are now, in general, accepted for training only if they hold a social science diploma following a full time course of study at a university, or can obtain admission to such a course as part of their probation training. Following the university course students will be given about six months' specialised training in probation work. Applicants over the age of thirty who have no university qualification are expected to have a good experience of social work. If accepted, they will receive theoretical and practical training in a course extending over nine to twelve months.

Allowances are paid to students during their training.

#### Salary

The salary of a whole-time man probation officer under 30 varies with age, from £460 at age 23 to £580 at age 30 or on first appointment over that age. The scale proceeds from £580 by annual increments to a maximum salary of £750. The scale for women varies from £447 at age 23 to £567 at age 30 or on first appointment over that age. The scale proceeds by annual increments to a maximum of £750. There is opportunity for promotion for men and women officers to supervisory posts of senior and principal probation officers.

Probation officers are included in local government superannuation schemes.

Further information may be obtained from the Secretary, Probation Advisory and Training Board, Home Office, Whitehall, London, S.W.1.

## R.N. Officer's Gliding Successes

A REMARKABLE series of gliding flights has been achieved by Lieut.-Cdr. G. A. J. Goodhart, D.S.C., R.N., leader of the Royal Australian Navy gliding team, which has been operating from the Royal Australian Air Force station at Uranquinty (New South Wales).

As a result of these flights Lieut.-Cdr. Goodhart has claimed a British long-distance out-and-return record, and three speed records. The long-distance out-and-back record is for a flight of 208 miles from Uranquinty to Warburn, northwest of Griffith; the speed records are for a triangular flight of 193 miles from Uranquinty to Yanco, north-west of Narrandera, and then on to Oaklands; 60 miles from Uranquinty, on which his speed was 46.5 miles an hour.

As Lieut.-Cdr. Goodhart flies under the rules of the Federation Aéronautique Internationale and is registered in England, he can claim only British records, unless he establishes records of world status.

The previous British long-distance out-and-return flight record was one of 187 miles, which Lieut.-Cdr. Goodhart established himself in January, 1955, when he glided from Narrorine, near Dubbo (New South Wales), to Garama, ten miles south of Forbes, and back.

The previous British speed records for a triangular flight were those of 37.4 miles an hour over 100 kilometres (62 miles), and 27.5 miles an hour over 200 kilometres (124 miles). No British record had been set for a triangular flight over 300 kilometres (186 miles).

In January, Lieut.-Cdr. Goodhart glided 290 miles in an attempt on the world out-and-return flight of 330 miles. He was forced down by failing light, after having been in the air for 8½ hours. The existing British out-and-return flight record is 318 miles. It was established by his brother, Cdr. N. Goodhart, R.N., in the United States last August. This officer is now serving at R.N. Air Station, Yeovilton, and represents the Royal Naval Gliding and Soaring Association on the Committee of the British Gliding Association.

Lieut.-Cdr. Goodhart, who has been on loan to the Royal Australian Navy from the Royal Navy since 1953, is attached to the Australian Joint Anti-Submarine School conducted by the R.A.N. and the R.A.A.F. at Nowra.

In his gliding flights from Uranquinty he used a new high performance Wolf Hirth sail plane LO 150.

## RESERVISTS HELP IN MED. EXERCISE

COMMUNICATION RATINGS from General Service Divisions of the Royal Naval Volunteer Reserve and units of the Royal Naval Volunteer (Wireless) Reserve are flying to the Mediterranean to help operate wireless stations and signals establishments next month during a N.A.T.O. fleet exercise controlled by the Commander-in-Chief Allied Forces, Mediterranean (Admiral Sir Guy Grantham, K.C.B., C.B.E., D.S.O.).

They form two drafts, one for Gibraltar and the other Malta, both left Britain on April 11, for ten days' duty overseas.

In charge of the Gibraltar draft, which comprises two officers and twenty-five ratings of the W.R.N.V.R. and two R.N.V.R. ratings, is Second Officer Jean McCormick, W.R.N.V.R., a Portsmouth housewife, who during the last war controlled a combined staff of W.R.N.S., W.A.A.F. and A.T.S. telephonists at Portsmouth and Fort Southwick.

Nine of the W.R.N.V.R. ratings going to Gibraltar serve with the London Division of the R.N.V.R., two from the Tay Division at Dundee, three from the Ulster Division at Belfast, two from the Forth Division at Edinburgh, two from the Mersey Division at Liverpool and others from the S. Wales Division at Cardiff, the Sussex Division at Hove, the Solent Division at Southampton, the Humber Division at Hull and the Tyne Division at Newcastle.

Second Officer McCormick is a member of the Solent Division and has served with the W.R.N.V.R. for four years. She is a District Commissioner of Girl Guides at Portsmouth. The second W.R.N.V.R. Officer travelling with her is Third Officer C. E. Cochrane of the Ulster Division.

Seven male ratings form the draft to Malta.

## Everything—including the Kitchen Sink



DURING THE recent cruise of H.M.S. Ark Royal to the Mediterranean, 824 Squadron, commanded by Lieut.-Cdr. J. D. Honywill, R.N., carried out a large and varied armament programme ranging from dropping depth charges to night Glow-worm Rocket attacks on ships and submarines.

The Squadron armoured had often been heard to remark that the Gannet could be loaded with everything but the kitchen sink and it was to disprove this that an aircraft was loaded and launched for the Squadron's last armament sortie of the cruise.

At 1415 on Sunday, March 25, before a large audience, including the Flag Officer Flotillas (Home), this Gannet flew low along the port side of the ship and dropped:

1 A/S flare; 1 Marker, marine; 1 Non-directional sono-buoy (unserviceable); 1 25-lb. practice bomb; 1 8½-lb. break-up bomb; 1 smoke flame float; 1 Kitchen Sink (porcelain), bung up, supported by two silk umbrellas, sono-buoy for the use of.

The theories of the pundits had been disproved; the Fairey Gannet will carry everything—including the kitchen sink!

## N.A.T.O. Naval and Air Exercise in the Mediterranean

A MAJOR allied naval and air exercise covering the whole Mediterranean area known as MEDFLEX DRAGON, took place between April 11 and 20, 1956.

During the exercise naval and air forces from France, Italy, Great Britain, Greece, Turkey and the United States participated. In addition, aircraft from Portugal also took part. This is the first time that armed forces from Portugal have co-operated in an allied Mediterranean exercise. Operations that took place between April 11 and 13 were confined to certain areas and involved only limited forces. From April 14 until the end of the exercise all headquarters in the Command participated.

Medflex Dragon was conducted without any specific strategic background and all the serials in the exercise were regarded as incidents in a war between Blue (friendly forces) and Orange (enemy forces).

The Commander-in-Chief, Allied Forces Mediterranean (Admiral Sir Guy Grantham) was in overall command of Blue naval and maritime air forces, and he also acted as Exercise director.

The command of Orange units, other than strike aircraft from the U.S. Sixth Fleet, and the command of Blue air forces, other than maritime aircraft, was established by the national authorities to whom they belong.

The main part of the exercise consisted of the protection of the convoys sailing from a number of dispersed ports. On completion of the exercise the convoys and escorts proceeded to Malta.

A combined steam past of allied ships and fly past of allied aircraft took place three miles off Malta Grand Harbour during the forenoon of April 20, in honour of the Supreme Allied Commander Europe, General Alfred M. Gruenther, who was on-board H.M.S. Surprise, which was flying the flag of Admiral Sir Guy Grantham. Admiral Grantham was assisted by his deputy, Vice Admiral Cato D. Glover, U.S.N. H.M.S. Surprise steamed between the allied columns. With General Gruenther was U.S.N., Commander-in-Chief, Allied Forces Southern Europe and Allied

Admiral Lemonnier, F.N., his naval deputy, Admiral William M. Fechteler Area Commanders of the Mediterranean Commands.

Ships steaming past were under the tactical command of Vice-Admiral Barjot, in the French cruiser George Leygues. Other allied flag and senior officers afloat on this occasion were: Vice-Admiral de Pace in the Italian cruiser Abruzzi;

Rear-Admiral G. Ghe in the Italian auxiliary Stromboli;

Rear-Admiral S. Pugliese in the Italian destroyer San Giorgio;

Rear-Admiral P. Lancelotti in the French aircraft carrier Arromanches;

Rear-Admiral R. Sap in the French destroyer Chateau Renault;

Rear-Admiral Y. Caron in the French aircraft carrier Arromanches;

Rear-Admiral D. E. Holland-Martin in H.M.S. Manxman;

Capt. Kiosses, Commodore Light Vessels, in H.M.S. Niki;

Capt. N. Tiriyaki, Commodore "D" in the Turkish destroyer Gemlik

The flypast of allied aircraft was controlled by Air Marshal G. B. Nichollettes, Air Officer Commanding Malta. After the steam past the ships entered the harbours of Malta and a critique was held on the exercise on Saturday morning, April 21, which was attended by General Gruenther, Admiral Sir Guy Grantham, Area Commanders, Flag and Commanding Officers of the ships concerned and air units which took part.

## "Time Gentlemen, Please!"

THE TIMES of the opening and closing of public houses in towns where one is stationed is generally regarded as being common knowledge, but it is very doubtful if the requirements of the law relating to such hostilities are as equally well known. For instance, when the hands of the clock in the bar are nearing closing time and "Last Orders" has been called, there is quite frequently a minor stampede of customers around the bar, all anxious to get served, mainly it would seem for the sake of having "just one for the road." Having caught the eye of the barmaid and made his purchase, the customer usually removes himself from the throng and sits down to quietly enjoy this drink, only to find that before he has hardly had time to raise the glass to his lips the lighting in the bar has been lowered, and the landlord and his staff are shouting "Time," together with a somewhat urgent request to "Drink up" and depart from the premises. Now this commotion is most irritating, for few people like gulping down their "wallop" and consequently the final drink of the evening seldom goes down with any great degree of comfort, but nevertheless the landlord is correct in his action, for closing time is a signal to be leaving the premises and not merely an indication that the serving of intoxicating liquor has ceased.

#### Sale of Drinks

Licensed houses and clubs outside of London are allowed to open for the sale of drinks for eight hours on week-days and the usual times are from 10.30 p.m. to 2.30 p.m. and from 6 p.m. to 10 p.m., but in some districts the evening period is extended during the summer season until 10.30 p.m. However, in the case of clubs in which intoxicating liquor is supplied to members, the hours of opening can be varied, for they are governed by the rules of the club. Needless to say, the rules must have been submitted to the clerk to the Licensing Justices in the area where the club is situated, and the hours must not exceed a total of 8-8½ in the summer; and must also include a break of two hours in the afternoon.

The hours at the Portsmouth Royal Sailors Home Club in Queen Street, provide an excellent example of a variation in the opening times, for here, on week-days, the bar is open from 11 a.m. to 2 p.m. and from 4.30 p.m. to 9.30 p.m., with the extra half-hour added during the summer. On Sundays, Christmas Day and Good Friday the number of hours is restricted to 5 for all premises and are

usually from 12 noon to 2 p.m. and from 7 p.m. to 10 p.m. The extra half-hour is not allowed on these days during the summer season.

These times are known as permitted hours and control the periods for the selling and supplying of intoxicants. In fact except during these hours no person can consume in or take away from the premises any intoxicating liquor. This clearly shows why the landlord of a public house always appears so anxious to get you off the premises when "Time" has been called. It also follows that if you buy a few bottles of beer in a public house that you intend to take home or to a party later on, you must leave the premises with your purchases before closing time, otherwise you commit an offence. It is no excuse to say that you purchased them before closing time.

#### Occasional Licence

To cater for the needs of those who are attending special functions on licensed premises, the law provides for the extension of permitted hours. When the function is on other premises, the Justices can grant what is termed an occasional licence for the sale and consumption of liquor. It is also permitted in certain circumstances, for drinks to be consumed with meals after normal closing time.

If liquor is supplied with a meal on licensed premises during permitted hours, then the drink can be consumed with that meal up to half-an-hour after closing time in either the afternoon or the evening. Some licensed premises, mostly hotels and restaurants, are in possession of what is termed a supper-hour certificate, and this entitles evening diners to purchase and consume drinks with a meal for a further hour after closing time. In these premises you will find that after normal permitted hours the bars are closed, and to avail yourself of the additional facilities, it is necessary for you to move to that part of the premises that is usually set aside for the service of meals.

It is said that the average man likes a gamble and there is little doubt that when playing such games as darts or dominoes in your "local," interest in the result is greatly stimulated by playing for a modest stake, which is often determined by agreeing that the loser shall pay for drinks. That you have played for "pints" on many occasions is agreed, but in the eyes of the law it is gaming, and both the licensee and yourself are liable to be prosecuted. It doesn't sound very serious, does it? But remember, the licensee might lose his livelihood.

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An attractive display of entries in a recent Handicraft Exhibition in a W.R.N.S. Establishment

## Foreword by Instructor Rear-Admiral Sir William K. Bishop, K.B.E., C.B., M.A.

DIRECTOR OF THE NAVAL EDUCATION SERVICE

IN THESE days of unprecedented scientific and technical development it is natural that the Navy should make adequate provision for the education of its personnel, not only to ensure technical competency but also to develop high personal qualities. It is all the more interesting, though perhaps less well known, that our Service has always been to the fore in its attention to education—and not only technical education. From its early days it has enlisted qualified teachers to instruct officers and men in the principles of mathematics and navigation and to enable them to pursue even more liberal studies; and since the need was greatest on the job, these men served with their charges afloat. Thus were born the Schoolmaster and Instructor Branches of the Royal Navy, and the following article gives a brief description of the development and work of their officers, and of their civilian colleagues.

The responsibilities of the present-

day Naval Education Service cover a field scarcely less wide than that of a Local Education Authority and a University combined. Its purpose is to ensure that in so far as this is practicable within a fighting service naval personnel have the same facilities to meet their educational needs as their opposite numbers in civilian life. The Naval Education Service takes over naturally from the L.E.A. when a boy or man joins the Navy, looks after him—even more carefully than if he had remained a civilian—during his time in the Service, and then prepares him for resettlement when he is due to complete his engagement.

It is the endeavour of the Instructor Branch and the civilian members of the Naval Education Service to meet this commitment—upon which to a great extent the efficiency and the welfare of the Royal Navy depend—and I fully believe that anyone in the Service who really wishes to become of more use to his community and to himself can find all the means to do so through our organisation.

## A STEAK



in

## NINETY SECONDS!

The Naafi Club, Portsmouth, and the White Ensign Club, Weymouth, can now take your orders for cooked meals and serve them in a twinkling of an eye. At these Clubs an "infra-red ray" grill has been installed. Here you can order your meal and watch it being rapidly cooked.

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Imperial Court, Kennington, London, S.E.11

# EDUCATION IN T

Since the end of the 17th century, educators of some form or another have been borne in ships of the Royal Navy. In those days the captain of a ship took to sea with him a number of youngsters to be trained as officers, and a good captain would arrange for them to receive instruction from either the chaplain or a schoolmaster specially embarked for the purpose. Early in the 18th century the duties of the schoolmaster were laid down: "He is to employ his time on board in instructing the volunteers (i.e. young officers) in writing, arithmetic and the study of navigation, and in whatsoever may contribute to render them artists in that science. He is further to teach the other youths of the ship."

About 100 years later, in 1837, the rating of Seaman's Schoolmaster, a Petty Officer 1st Class, was established for the instruction of seamen in reading, writing, arithmetic and elementary navigation, to help them to qualify for higher rating.

### Primary Object

The primary object of naval education is now, as it was then, to provide the educational background needed by officers and ratings for the efficient performance of their duties. Its progress has therefore followed closely the development of scientific and technical processes in naval warfare. The necessary foundation of writing, arithmetic and navigation of the 18th century has grown to include the wide range of scientific and technical knowledge required by the specialists in the Navy of the 20th century: electrical and mechanical engineering, gunnery, radio, aeronautics, etc. In addition, in the Navy, as elsewhere, it is being increasingly recognised that an adequate training must include a considerable amount of non-technical education and education for leisure, which has led to the inclusion of a study of current affairs and citizenship, and to the encouragement of all those varied interests now classified as adult education.

### Original Rank and Status

The rank and status of the original officers' and ratings' schoolmasters have also undergone many changes. By 1918 they had developed into the Instructor and the Schoolmaster Branches, the original division of duties being generally maintained. Instructor Officers, who were University honours graduates, held ranks ranging from Instructor Lieutenant to Instructor Captain; Schoolmasters were Warrant Officers, with limited chances of promotion up to Commander's rank. Between the wars the responsibilities of both branches increased greatly and in July, 1946, the branches were amalgamated. All candidates now enter on short service commissions for 3, 4 or

5 years as Instructor Officers, but first and second class honours graduates, Instructor Officers (Dagger), are granted additional seniority on entry. Permanent commissions are subsequently granted to selected short service officers. The majority of Instructor Officers have qualifications in mathematics, science or engineering, but a few who have specialised in other subjects (including arts) are entered.

### Meteorology

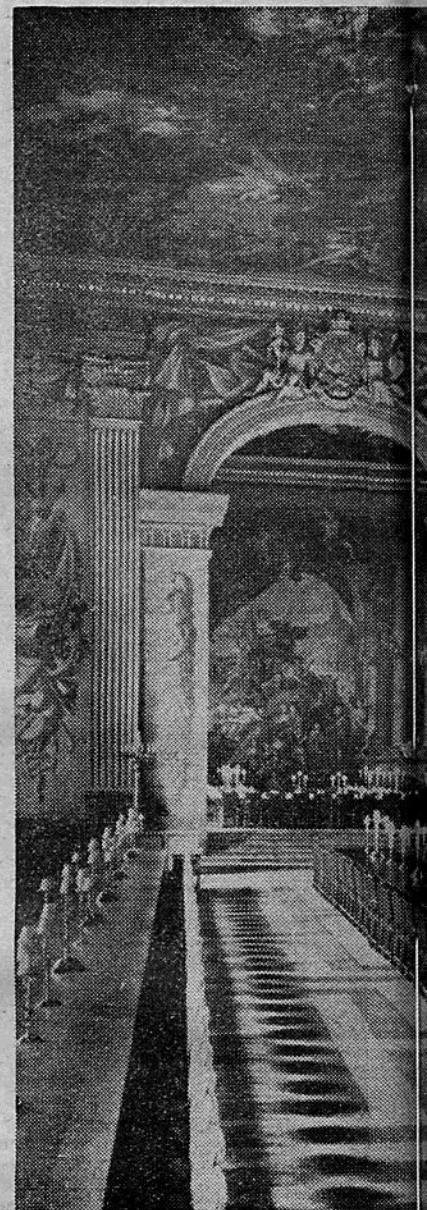
Most Instructor Officers (Dagger) and other selected Instructor Officers are trained in meteorology, and with their scientific qualifications and sea experience constitute the backbone of the Naval Weather Service. In a ship an Instructor Officer may be appointed for weather forecasting in addition to educational duties, or, as in a Fleet Carrier, he may be appointed for full-time meteorological duties. Instructor Officers also carry out forecasting duties at Naval Air Stations and Fleet Weather Centres and are responsible for running the qualifying and advanced meteorological courses at the Naval Meteorological School. This system of employing Instructor Officers as meteorologists may seem a curious one at first sight, but on reflection its advantages for function and economy will become obvious.

There are now few fields of naval activity in which the Instructor Branch does not play some part. No large or medium-sized ship and few shore establishments are without one or more Instructor Officers. They form an integral part of the ship's company and take their place in the fighting organisation, usually, unless appointed for full-time meteorological duties, in a key position in the Action Information Organisation. Just as we learn from Nelson's despatch after the battle of the Nile in 1798 that one of the four officers of H.M.S. Goliath wounded during the action was Mr. P. Strachan, Schoolmaster, so in the last war many Instructor Officers suffered casualties and were decorated for their operational service.

The practice of having education officers serving afloat as well as ashore is unique among the navies of the world. It has the great merit of enabling the Instructor Officer not only to meet requirements on the spot but also from his first-hand knowledge of sea conditions to relate his teaching to the practical requirements of the Navy. Prior to 1918 most of the naval education carried out ashore was done by civilians, but since then new requirements ashore have been mainly met by Instructor Officers who have increasingly become responsible for nearly all naval education.

### Education System

Within the Navy there is a comprehensive education system in which can

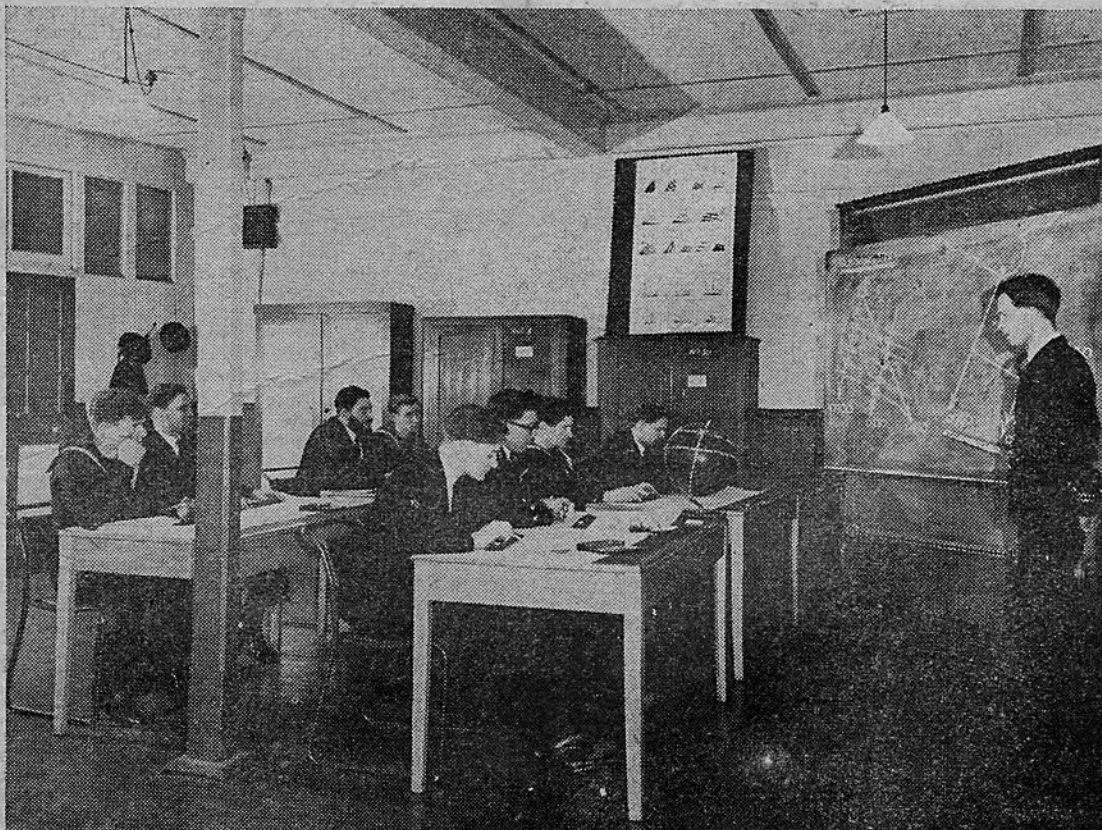


The Painted Hall, 1

be found almost every kind of educational work carried on in the country as a whole.

Shore establishments where a great deal of educational training is carried on include:

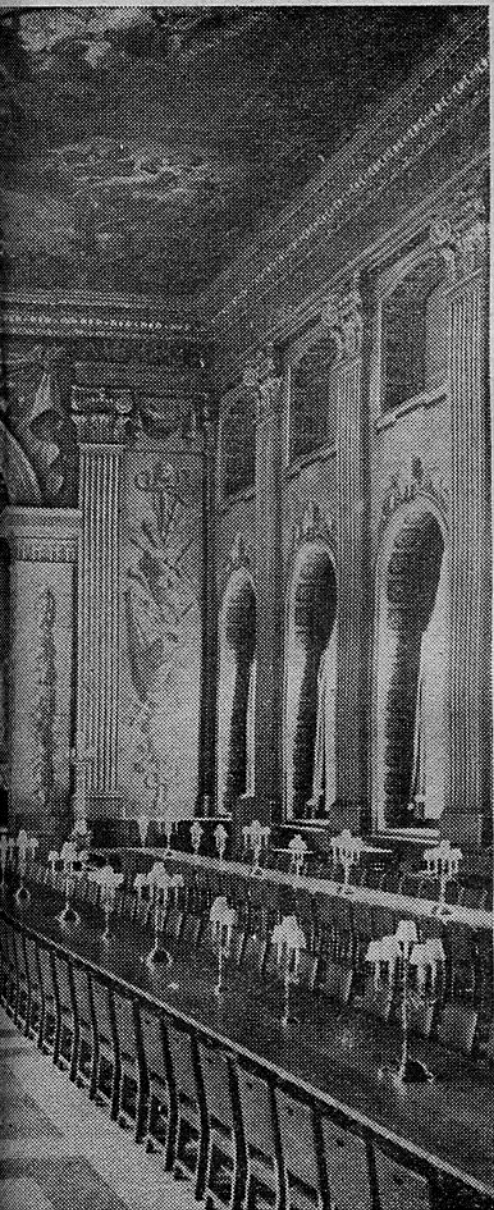
- The Royal Naval College, Greenwich, the "Navy's University," with its staff of naval and civilian professors and lecturers. Here, advanced courses for officers provide the theoretical basis for specialisation in gunnery, ship construction, electrical engineering, and many other subjects. Numerically, the largest course is the General Education and War



A class of ratings studying navigation in preparation for the Higher Education Test



# THE ROYAL NAVY



Royal Naval College, Greenwich

Course, taken by all Sub-Lieutenants, and this is designed to broaden the outlook of young officers and to stimulate interest in world affairs; to teach clarity of thought and expression and the art of self-education, and to revise and supplement mathematical and scientific knowledge. Officers of the Women's Royal Naval Service also receive their initial training at the College.

(b) The Royal Naval Engineering College, Manadon, which provides professional training for Engineer Officers, who follow a comprehensive syllabus in marine, ord-

nance and air engineering, combined with the study of subjects of a general educational nature.

(c) The Britannia Royal Naval College, Dartmouth, where all newly entered Officer Cadets spend 7 terms and receive their initial training. The course includes instruction in all naval subjects, such as Seamanship, Gunnery and T.A.S., but is also concerned with providing a sound basis upon which subsequent professional training can build; a young officer's academic knowledge is supplemented, where necessary, to this end. Training at the College is interspersed with cruises in an associated training squadron and ample facilities exist for recreational and cultural activities.

(d) The Upper Yardmen College for outstanding young ratings who have been selected as suitable to become officers. The general aim of its courses is to afford special facilities for attaining the necessary educational, cultural and professional standards required of an officer.

(e) Technical Training Establishments where the training of officers and men for the various specialised branches of the Navy is carried out. These establishments include the Gunnery, Navigation, Torpedo and Anti-Submarine, Naval Aviation, Radio, Radar and Electrical and Mechanical Training Schools. Training in practical application is normally carried out by specialist officers and ratings of the branch concerned but Instructor Officers are employed to give instruction in the basic and theoretical aspects of the work. This is numerically the main commitment of the Instructor Branch.

To help specialist officers and ratings employed on instructional duties, Instructional Technique Courses have been instituted. These courses are held at various centres of training and are normally run by Instructor Officers who specialise in this work.

(f) Artificer Apprentice Establishments where ratings for the artificer branches of the Navy (Engine Room, Electrical, Ordnance, Shipwright and Aircraft) enter at about the age of 16 by competitive examination and undergo courses lasting four years. They combine a residential life on boarding school lines with technical training on industrial lines.

(g) Boys' Training Establishments for boys entering the Navy for continuous service as seamen or communications ratings at about the age of 15½. They spend about a year in a shore training establishment where half their time is devoted to professional instruction

and half to general education. General education includes English, mathematics, mechanics, magnetism and electricity, navigation, history, geography, citizenship and handicrafts. The teaching throughout is related to the technical instruction in seamanship, gunnery, wireless and signals, which is being given concurrently.

On being drafted to sea-going ships, boys who have shown that they can profit by it continue to receive general education for about 4 hours a week until they reach the age of 17½.

Boys are also accepted at the age of 14, for training for the Royal Marine Bands. Training is given at the Royal Marines School of Music, where a proportion of the time is spent on general educational subjects.

(h) Other New Entry Establishments where adult entries to the Royal Navy, Royal Marines and Wrens are given basic education during their preliminary training.

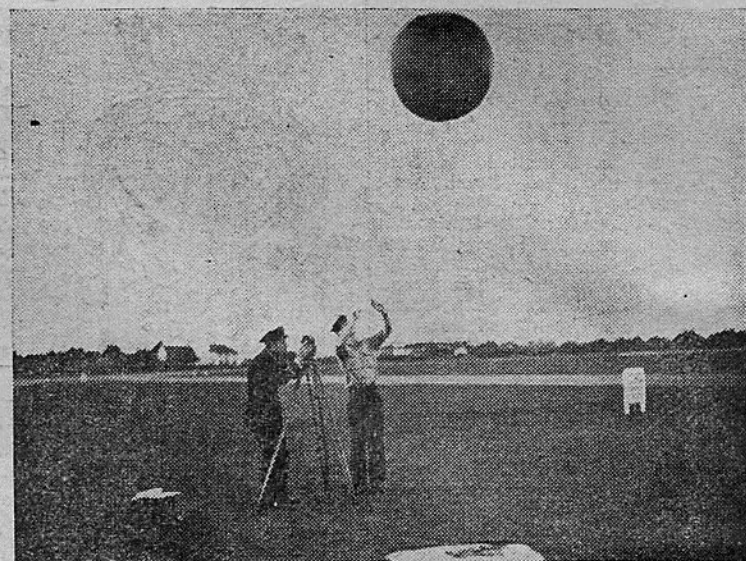
(i) Education Centres, in each of the large R.N. and R.M. Depots, provide educational facilities for the large number of men, in all stages of their careers, who pass through them.

(j) Dockyard Technical Colleges which provide the educational training of civilian dockyard apprentices. Colleges exist in the five main Yards at home: Portsmouth, Devonport, Chatham, Rosyth and Sheerness, and also at Gibraltar, Malta and Singapore. At Gibraltar the school combines the functions of a Dockyard Technical College and a Secondary Technical School for Gibraltar boys. The colleges at home are staffed entirely by civilians; those overseas are staffed partly by Instructor Officers and partly by civilians.

It is interesting to realise that the Dockyard Schools (as they were originally called) were first established as long ago as 1843.

(k) Royal Naval Schools for the children of Service personnel overseas have been established in Malta, Trincomalee, Colombo and Singapore. Staffs consist of qualified teachers, many of whom are graduates, recruited in the United Kingdom or engaged locally.

The largest school, the R.N. School, Malta, is attended by more than 1,500 children. Education is provided up to the standard of General Certificate of Education, Advanced Level. The R.N. Schools at Trincomalee and Colombo are considerably smaller, some 130 children attending each, while the Singapore School numbers about 400, all of whom are of primary age.



A familiar sight on an air station. One of the instructor officers for meteorological duties prepares to take observation of the wind speed and direction

## Scope of Naval Education

This list of establishments may give some idea of the scope of naval education ashore, and of the varied appointments which Instructor Officers now fill. The standard of training in its many aspects has to be maintained and the Navy has its own series of education examinations, not only in educational and training establishments, but also in the Fleet. The passing of a suitable educational test is normally a prerequisite for advancement at any given level. More than 150 examinations are arranged by the Education Department of the Admiralty in each year.

## E.V.T.

Instructor Officers also assist in running the Educational and Vocational Training (E.V.T.) organisation and maintain the Resettlement Information Service, which together help men and women leaving the Service to prepare to take up suitable civilian occupations. Facilities for spare-time education range from the amenities of

libraries and Information Rooms to correspondence courses and coaching for external examinations, while most large ships and shore establishments run lectures on current affairs and also encourage play readings, music recitals, handicraft classes and so on; the fictional libraries are especially popular in sea-going ships.

## W.R.N.S. Officers

In many aspects of their work Instructor Officers are assisted by W.R.N.S. Officers, Acting Schoolmasters and by specially selected ratings known as Coders (Educational). The latter, as their title implies, combine their educational work with duties in the ship's signal organisation; in ships not carrying an Instructor Officer the educational work is often undertaken by a Coder (Educational) under the supervision of an officer nominated by the Captain as the Education Officer. By these means, educational facilities are made available to even the smallest naval units and it is rare indeed for anyone who seriously seeks information not to be able to obtain all the advice and help he requires.

## Royal Navy Officers

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An E.V.T. class on motor maintenance tracing the course of a breakdown on the road



## Calendar

### Area No. 4

Aug. 5.—Rally at Plymouth.

### West Bromwich

May 2.—Social visit to "Golden Lion," Hall Green Road, West Bromwich.  
May 5.—Coach trip to Bridgnorth in conjunction with Oldbury Branch of the R.N.A.  
May 9.—Meeting at "Fox and Dogs," High Street, West Bromwich, 8 p.m. Visitors welcomed.  
May 16.—A mixed Social Evening at Headquarters.  
May 23.—Meeting, 8 p.m., Headquarters.

### Purley

Dedication of Branch Standard—St. James's Church, Riddlesdown, Purley, July 22, 3 p.m.

### Havant

May 1.—Branch Meeting, "Black Dog," West Street.

### Rochester

July 22.—The Royal Naval Association Standard Dedication in Rochester Cathedral and Annual Conference.

### Doncaster

June 1.—Second Annual Dinner Dance.

### Hastings and St. Leonards

June 24.—Branch Standard Dedication.

### VENUES

### Darlington

97 Pensbury Street.

## PORTSMOUTH

THE POMPEY Branch notes with pleasure that reports from branches who have not previously managed to get into print are now appearing in the NAVY NEWS. I can assure you that news from other branches is welcomed by our members. We look forward particularly for news from the more distant branches who by reason of their distances we are unable to contact personally. As we were unable to get into print with the last issue I am afraid I am a bit late in reporting a very fine evening spent at the Battersea Branch a few weeks ago. Two coachloads of our members were entertained by that branch after having enjoyed a show in London. As one of the first trips of the year the Shipmates of Battersea certainly made it one of the best ever both by their great reception and the big eats provided for our benefit. With the Pompey members were a number of our Associates ladies. Some ten in number, they style themselves the "Merry Wives." They formed a choir about two years ago and so popular have they become in this area that they often have as many as three engagements a week. This voluntary service has given much pleasure to many clubs who cater for older folks and the blind. By all reports they put on a good show and were requested to give a second performance during the evening. Our most important date during the month was of course the B.B.C. broadcast "Any Questions." The broadcast was made from our headquarters and naturally we had a packed house. No doubt many of you heard the result. At present we are busy working on our Summer programme of outings, etc., and look forward to paying visits to other branches. With better weather we also look forward to seeing many of you who will no doubt be paying Pompey a visit.

With best wishes from this branch.



# THE ROYAL NAVAL ASSOCIATION

INCORPORATED BY ROYAL CHARTER

Patron: H.M. The Queen

## HEADQUARTERS CLUB

1. The name of the Club is The Royal Naval Association Headquarters Club, and its registered address is "John Cunningham House," 2 Lower Sloane Street, London, S.W.1.

### Objects

2. The objects of the Club are to provide a club house in London suitable for the use of members, and there to supply, for their entertainment, accommodation, meals and refreshments, including beers, wines, spirits and ciders.

### Membership

3. Club membership is open only to paid-up members of The Royal Naval Association, who have paid, in addition to their Association membership fee, an annual club fee of 5/-; except that honorary membership may be extended to *Serving Personnel* of Her Majesty's Naval Forces provided that such honorary membership is restricted to "Her Majesty's Naval Forces" as defined in Article 9, Sub-paragraphs (D) I, II, III, IV, VI and VII of the Royal Charter. Persons referred to in Article 9, Sub-paragraph (D) V of the Royal Charter are excluded from such honorary membership. As all persons eligible for membership will have paid an entrance fee for Association membership there shall, for the time being, be no entrance fee for club membership.

4. The annual club membership subscriptions are due, in advance, on January 1 each year. The names of members who have not renewed their subscription by January 31 will be erased from the club membership register, and persons whose names have been so erased shall no longer be permitted to use the club premises or facilities.

5. No person dismissed from Her Majesty's Naval Forces shall be eligible, under any circumstances, for membership of The Royal Naval Association Headquarters Club.

6. All members of the Association who wish to become members of The Royal Naval Association Headquarters Club must forward club membership fee, together with Association membership card, to the General Secretary, who will issue a club membership card and receipt for the fee paid. No card other than a club membership card issued by the General Secretary will be accepted as evidence of membership of The Royal Naval Association Headquarters Club.

### SHEERNESS

THE MONTHLY meeting held in the Britannia Hotel included the acceptance of the Presidency of the Branch by Captain F. R. Main, R.N., in succession to Captain S. Boord, R.N., who has left Sheerness.

Although the attendance was very small, only 33 per cent. turning up, the new President enjoyed meeting some of the old-timers and promised

### Cessation of Membership

7. Cessation of membership of the Association automatically implies cessation of membership of The Royal Naval Association Headquarters Club. The National Council, or its house committee, reserve the right to terminate the membership of persons acting in any way which, in the opinion of the National Council or its house committee, may bring discredit on the club.

Any member convicted of an indictable offence shall automatically cease to be a member of the club.

### Guests

8. Members may introduce not more than two guests into the club on any one day, and such members are responsible for the behaviour of their guests while on Royal Naval Association property.

9. No person who is eligible for membership of the club may be introduced as a guest more than three times in any one year.

10. Members introducing guests into the club must sign their own name, together with the names and addresses of their guests, in the book kept for this purpose in the Wardroom flat (entrance hall).

11. No guests introduced under Rule 10, may purchase any intoxicating liquor in the club and neither may such guests (except in exceptional circumstances) be accommodated in Royal Naval Association premises.

12. An honorary member defined under Rule 3 may not introduce any guests into the club, with the exception that such honorary member may be allowed to be accompanied by his wife.

13. "Exceptional circumstances" referred to in Rule 11 shall be interpreted only by the National Council, its house committee, or the General Secretary of the Association.

### Officers of the Club

14. The General Secretary of the Association shall be the Secretary of The Royal Naval Association Headquarters Club.

15. The business of the club shall be administered by a house committee set up by the National Council of the Association.

16. The house committee shall include the President or one Vice-President of the Association, the Chairman of the Association, the Chairman of the Association's Finance Sub-Committee, the Chairman of the Association's Social and Ceremonial

Sub-Committee, and the Association's General Secretary.

A quorum of this committee shall be three in number, and in any future quorum one member must be the President, or a Vice-President of the Association, or the Chairman of the Association, or the General Secretary of the Association.

### Opening Hours

17. The club shall be open to non-residential members from 9.30 a.m. till 11.15 p.m., but the hours during which intoxicating liquor may be served to members shall be:—

Weekdays: 11.30 a.m. to 2.30 p.m.; 5.30 p.m. to 11.0 p.m.

Sundays, Good Friday, Christmas Day: 12 noon to 2.0 p.m., 7.0 p.m. to 10.0 p.m.

18. The National Council or its house committee reserve the right to close the club on Good Friday and/or Christmas Day, but in the event of this right being exercised, not less than one calendar month's notice will be given to all branches of the Association.

### Licensing Hours Extensions

19. The Secretary of the club may apply to the appropriate authority for extensions of Licensing Hours on weekdays in the event of Association branches wishing to hold approved functions on the premises, provided always that any request for an extension be received in the General Secretary's office not less than one calendar month before the date of the proposed function.

20. Interpretation of the words "approved functions" referred to in Rule 19 shall be at the sole discretion of the National Council, its house committee or the General Secretary of the Association.

### Ladies

21. While lady members will be allowed to order from the bar, they will not be permitted to drink at the bar.

### Amendment of Rules

22. The National Council of the Association, or its house committee, reserve the right to amend, add to, or subtract from the foregoing rules, should such amendment, addition or subtraction, in their opinion, be considered necessary or desirable.

23. In the event of the National Council or its house committee exercising the right outlined in Rule 22, not less than one calendar month's notice shall be given to all branches of the Association.

beautiful oil painting of a seascape size 5 ft. by 4 ft. and called "Safe Anchorage" was discovered at a sale by him, and has been restored and given to the Mess.

Several notable people will be present at the unveiling, by Lady Poland, after which it is to be dedicated to the Mess, and to those who have found safe anchorage. Among those present will be Vice-Admiral A. L. Poland, Sir James and Lady Ritchie, and Captain D. Macintyre, R.N., together with members from Rye, Canterbury, New Romney and Maidstone Branches. So don't forget the date, shipmates—full report and pictures in the NAVY NEWS later on. And now, shipmates, here's Ashford signing off, and here's to the next time.

P.S.—The Dedication of the Oil Painting in the Mess will be conducted by our new Padre, Canon Sharp, Vicar of Ashford.

## HASTINGS AND ST. LEONARDS

WE OF the Hastings and St. Leonards Branch have been very busy lately, and arrangements are nearing completion for the Dedication of our new Standard on June 24 by the Bishop of Lewes, and for the information of those shipmates intending to parade with us, they are briefly: march off at 1430 from Fishmarket, along the Sea Front to church (roughly half-a-

mile) headed by the Seamen's Band from Chatham with the Hooe Silver Band also in attendance. After the church ceremony a short march back to saluting base, where salute will be taken by Admiral Sir Charles Little, G.C.B., G.C.E., President of No. 3 Area. The Seamen's Band will then Beat the Retreat, after which, weather permitting, a wreath will be dropped into the sea from one of two motor launches. Tea will be taken on Hastings pier and a bar will be opened at 6 p.m.

We hope to make this a memorable day, so rally round, shipmates, and come and enjoy a day at Historic Hastings. We would appreciate early replies, but no later than June 8, please. Admission to church will be by ticket, ensuring that shipmates and their friends come before the general public.

All branches will be notified of full arrangements together with parking instructions.

Finally, we would like to thank the Hastings Pier Company who have so graciously presented our new Standard to us, and our President, Cdr. Turner, R.N. (Retd.), who is doing so much to make June 24 our "great" day. Cheerio and greetings to all.

## DONCASTER

THIS IS Doncaster calling for the first time in NAVY NEWS, and we send greetings to all our shipmates.

We are holding our second annual dinner-dance (dedication) at Hodgsons and Hepworths Cafe, St. Sepulchre Gate, Doncaster, on Friday, June 1.

We have now purchased our Branch Standard, and we are having this dedicated in due course.

Now that the annual general meeting is over, we can settle down again. Officers elected are as follows: Chairman, H. Stephenson; Vice-Chairman, G. Fisher; Honorary Secretary, D. Crabtree; Honorary Secretary, G. Watts; Social Honorary Secretary, J. A. L. Davies; Committee, Messrs. T. Weetman, V. Coulson, R. Redsell, J. Hoare, F. Canham, J. Highton, W. Petho, J. Topliss. Meeting nights have been altered to the first Thursday of every month for business, and the third Thursday of the month being devoted to social evenings.

Hoping to be able to report on the success of our Dinner and Dedication ceremony in a future issue of NAVY NEWS. All for now. Cheerio everybody.

## HAVANT

THE BRANCH Meeting on April 3 was well attended and the following Sunday about 20 of them took part in their Quarterly Church Parade. The Branch Standard was laid at the Altar of St. Faith's Church during the Service.

An invitation having been received from the local Branch of the British Legion to their Annual Dinner on April 14, Shipmate A. C. Burling, a Vice-President of the Havant Branch, and his wife, were elected to go.

The Hon. Social Secretary was able to report that quite a few in the Branch had started paying in deposits towards cost of the Annual Reunion and other Branch trips.

There was considerable enthusiasm when it was announced that The Royal Naval Association No. 3 Area Rally is likely to take place again and that it may be held in Patcham this year.

## KIDDERMINSTER

THE KIDDERMINSTER and District Branch enjoyed an interesting and active year in 1955.

We were represented at a ceremony in April, when H.R.H. the Princess Royal presented new colours to the 7th Worcs. T.A.

The local branch of Dr. Barnardo's Home was assisted at a Garden Fete in June; our members running side-shows and games, also attending to entrances and car parks.

Our concert party have presented several variety shows—accent is usually on humour, both nautical and topical.

The portable stage, lighting effects and various props have been made by the members and reflect considerable credit on them.

A "Crossing the Line" presentation on a decorated lorry was entered for a local Carnival and we are pleased and proud to have assisted in a record collection for deserving charities.

Our lady associate members deserve thanks not only for their valuable assistance in designing and producing costumes for Concerts and Carnivals, but also for organising the refreshments at our Social functions.

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## ASHFORD (KENT)

FRATERNAL GREETINGS, shipmates, Ashford (Kent) calling again. A grand muster in the Mess last Friday to put the finishing touches to the Canterbury Jutland Rally, a full coachload of our shipmates will be coming alongside, together with our Standard and escorts, and as we all know, we're all in for a march to the Cathedral, and afterwards to meet up with many old ships.

In our Mess the most important event so far in the history of the Branch takes place on April 27 at 7.30 p.m.; as you all know, shipmates, our worthy Chairman, S/M Murray, has again come forward to bring our Mess up to the high standard expected of the Senior Service, and The Royal Naval Association. A



During the year we have mourned the passing of two shipmates, and the Branch has initiated a Roll of Honour to record the details of our messmates who have completed life's voyage.

## ROSYTH & WEST FIFE

AT THE monthly Meeting held at the "Queens Hotel," Inverkeithing, on Monday, April 9, and presided over by Mr. A. G. Hauser, our newly appointed Honorary Chaplain, the Rev. W. Gorin, R.N., of H.M.S. Cochrane, received a hearty welcome to which he suitably replied. Shipmate Blackburn, Vice-Chairman and Social Convener, tendered his resignation owing to pressure of work, and on acceptance Shipmate Lewrie was unanimously elected Vice-Chairman and Social Convener. Shipmate Billinness reported the death of Shipmate Comisky, to whom due respects were paid in one minute's silence. Motions for Annual Conference were read and decided upon by Branch members. The Ladies' Committee reported on a successful season of their monthly whist drives and the successful Social and Cinema Show on Saturday, 7, which ended their season.

## FAVERSHAM

THE ANNUAL Dinner was held at the Market Inn on April 14. The President, Lt.-Cdr. W. H. Wakeling, R.N. (Retd.), was in the chair, supported by his lady.

At this month's business meeting the resignation of S/M Bill Akhurst from the chairmanship, owing to his ill-health, was reluctantly accepted. Vice-Chairman 'Dick' Snood steps up, and we know from past experience that he will be a good cox'n.

A house-to-house collection and Flag Day has been organised in aid of the King George's Fund on April 28. This has been combined with a Tramps Rally and Supper and should result in some fun as well as aid for a good cause.

We look forward also to the St. George's Day Rally at Canterbury and service in the Cathedral. We hope to take our Standard and a good muster of Shipmates.

Best wishes to the Serving Members of our Branch.

## HANWORTH

HULLO, SHIPMATES! Ashore or afloat, we of Hanworth Branch wish you well. Our A.G.M. was held last evening, Thursday, March 22. The Officers for 1956 are as before: Chairman, S/M T. Casey; Vice-Chairman, A. Moth; Treasurer, S/M H. Cook; Secretary, G. Hills. Social functions are held at the Club almost every Saturday evening. We have teams entered in Football and Snooker Leagues and a Cricket team, so if you would like a game when you are on leave, pop in and see us. Any Serving Personnel who live in the Feltham, Hanworth (Middx.) area, we have a Club at Castle Villa, Uxbridge Road, Hanworth, with full-size snooker table, darts, cards, television (all channels), and a grand bar with very moderate prices. Your ladies are cordially invited to accompany you. The Club is open every day at 11 a.m. except Wednesday, which is 7 p.m. To all members of the R.N.A., Cheerio, Shipmates; have a tot with us, but you pay.

## No. 2 AREA

IT WAS a pleasure indeed to see such a very good muster of delegates at the Meeting of April 14, and I have a feeling that one of these days we will get 100% attendance, and I shall have to carry out my threat to "Splice the Main-Brace."

Maybe the next Meeting will go a long way towards that, as it was decided to make use of the invitation to hold the next Area 2 Meeting at the Association Headquarters. The travelling to this meeting ought to be more convenient, so I hope to see more than ever.

The Chairman, Shipmate Gower, was pleased to welcome the National Chairman at this meeting and also our old friend the General Secretary, who was, as ever, quite willing to be shot at and to answer all your queries! The continental trip is off for this year, but I hope to revive it at a later date, perhaps for next year.

As all the details of the April Meeting will be in your hands before you have the NAVY NEWS, I'll not take up too much space in case some of the branches in the area want to let our editor have their news.

Many delegates spoke highly of NAVY NEWS, and more Branch news should bring more sales. We need this

to justify our choice... so try scribbling, you scribes!

All good wishes, and I trust I shall see lots of you at the Canterbury Rally.

## CHELTENHAM

GREETINGS, S/Ms, wherever this may find you.

The first quarter of the year is now behind us, and we hope the better weather will soon be here, for like all other branches, fine weather brings brighter social activities.

Here, in this part of the Cotswolds, things have been going along smoothly, and progress can be reported.

The Branch welcomed the new year in with "Sixteen Bells" and that was the start of another year's effort for the R.N.A.

January 8 saw the monthly meeting; it was well attended, the chaps just itchy to pay their "subs" directly they are due.

Our "Children's Party" held on January 7, was a grand affair, thanks to the hard work put in by the S/Ms and their ladies. The "Resident Comedian" — S/M Winterburn, assisted by S/M Pickett — kept the children well amused with their antics.

S/M Victor John Stanley, Mine Host of the "Black Horse" at Naunton, received a party of 32 of us on the night of January 19. As is always the case, this good friend of the Branch did us well. It was a very enjoyable evening and thanks a lot, Victor. You will be seeing us again soon.

The A.G.M. on February 2 was up to standard, all reports were favourably received, and the Treasurer (S/M Nottingham) gave us the heartening news that we were financially sound. S/M J. Harwood was welcomed to the office of Vice-Chairman, and the Committee had a 50 per cent change-round, which is a good thing, for new blood always brings new ideas.

A dance held at the "Star" Hotel on Friday, February 3, was a success. It was the outcome of the combined efforts of our Wren, Royal Marine and R.N. Associations. It is hoped that as the weather improves, they may hold similar functions.

The March meeting was interesting as the topics were the Rally, Conference and Special Outings during the year. The Social Secretary (S/M Lovesy) has plenty to occupy his mind.

R.N.A. Gloucester paid us a visit for a Social Evening on March 15. It was a happy gathering and everyone present had a comfortable evening. Thanks, Ron, for your effort.

The Skittles and Darts Leagues are just about tied up, but I hear that we have got the Skittles Cup in the Cheltenham O.C. League. Well done, R.N.A.

Before closing down, I must report the fact that we have new neighbours in the branch which has just been inaugurated at Kempsford and Fairford.

Welcome to our fold, S/Ms, and always remember that any support you may need, Cheltenham will do their best always.

Well, S/Ms, this is your lot for the present, will be writing again later on.

So good luck and God bless you all.

## DARLINGTON

FRATERNAL GREETINGS to all our Shipmates wherever they may be. Best wishes to all Branches of the R.N.A. from the R.N.A., Darlington, Co. Durham Branch, as this is our first report to NAVY NEWS. It is also the first report from our new Headquarters, and we extend a hearty invitation to all Serving Personnel and all ex-Servicemen of the Royal Navy and Royal Marines to pay us a visit at the R.N.A. Headquarters, 97 Pensbury Street, Darlington.

The Headquarters were officially opened on Saturday, April 14, by His Worship the Mayor of Darlington (Councillor J. B. Neasham), who was introduced by Vice-President S/M J. B. Goldsworthy. In declaring open the new premises the Mayor said, "These Headquarters will perpetuate the spirit of comradeship you shared during your Service days," and he hoped that the Club would have a long and successful commission. He also complimented the Branch on its "magnificent" Headquarters and said that it was a wonderful achievement considering the Branch had only been formed three years ago.

On behalf of the members of the Branch, Vice-President Goldsworthy presented the Mayor with a fountain pen. This he promptly tested out on a cheque drawn in favour of the Association, an act which was greatly appreciated by the members.

Shipmate Goldsworthy pointed out

that all the work of conversion of the building from a long-vacated old house to the wonderful new Headquarters had been a labour of love by the members, inasmuch that everything had been done voluntarily by the members themselves. Thousands of man hours had been expended on the project during the last four months during evenings and at weekends, and not even Christmas or New Year holidays had stopped it. In saying this he asked the Mayor to make a small presentation to three members who had really and truly been the spearhead of the attack.

They were Shipmates A. Jones (carpenter and joiner), J. McDonald (plasterer) and R. Smith, who had been responsible for all the paintwork. Tributes were also paid to the work of Shipmates F. Archer (Chairman), J. Newton (Secretary) and J. Wilson (Vice-Chairman). A short service of Dedication was conducted by the Rev. George McCabe of the Baptist Tabernacle, Corporate Road. The Rev. McCabe, who served with the Navy during the war, said that the Royal Navy had always had a religious background.

Shipmate Frank Wade of Durham (National Vice-Chairman) proposed a vote of thanks to His Worship the Mayor.

Guests at the opening ceremony included Cdr. R. S. Bailey and Lieut.-Cdr. A. H. Topham of the R.N. Establishment at Uxley Nook, representatives of the Darlington R.A.F.A., the Burma Star Association, the British Legion and the Stockton Branch of the R.N.A.

During the Meeting Vice-President Goldsworthy said that a telegram of Loyal Greetings had been sent to Her Majesty The Queen, and a reply from H.M. The Queen expressing both Her Majesty's and also H.R.H. the Duke of Edinburgh's thanks and best wishes was also read out.

The new Headquarters, which are situated in an ideal spot only about 400 yards from the railway station, comprise a large and a smaller room on the ground floor. The large room has been decorated to represent the well-deck of a trawler converted to contraband control. On entering one is confronted by the fo'c'sle head complete with guard rails, gun and various hatchways. On the large wall opposite is a fine seascape carried out for the Association by a young Stockton-on-Tees art student, Ridley Scott. He has covered the 30-foot wall with a realistic picture of a flotilla of M.T.Bs. returning to base at dawn through a choppy sea. The leading boat is flashing a signal to a signalman on the bridge of H.M.T. Darna. The well-deck is furnished with all sorts of realism such as actual portholes, guard rails, ventilators, and even hatchway clips.

On the first floor all the rooms have been turned into one large social room complete with an attractive bar. But the pride of the Branch is a gilt and cut-glass central lighting feature which adorns the ceiling and once graced the Royal drawing room of the famous yacht, Victoria and Albert, which was for nearly 50 years the Royal Family's home afloat.

Outside, the guard chains and the smart blue and cream paintwork are reminiscent of the many smaller Naval Establishments seen during the war.

It can be deduced from all this that although the members who did the voluntary work may have at times suffered from a little lamp swinging, it is evident that they never suffered from oscillating plumbitis (lead swinging), and you never knew when in the act of moving a heap of rubble whether or not you would find underneath Vice-President Goldsworthy, the Chairman, Secretary, Treasurer, Committeemen or members digging away. Everyone took a hand even to carrying 16-foot beams through Darlington on New Year's Day.

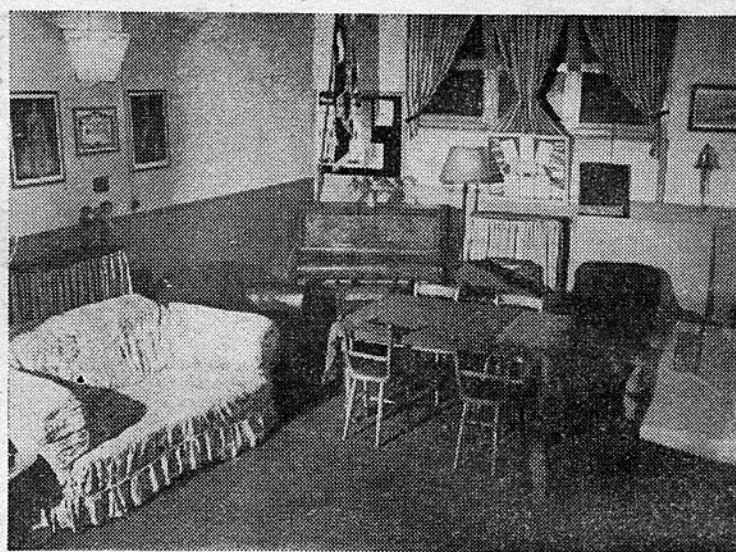
The whole venture was steered through all the legal difficulties by Vice-President S/M S. N. Walton.

You can see now why we invite all our Shipmates to call and see us and spend a happy evening amongst such staunch members of the R.N.A., because it is truly the "Club that Jack Built." Don't forget the address, 97 Pensbury Street, Darlington.

## SHERBORNE

SINCE LAST report from Sherborne the Branch have had the opportunity to express their pleasure at the recovery of Admiral Warren, Chairman, Yeovil Branch, from a severe illness. It might not be generally known that 16 S/Ms who originally belonged to Yeovil Branch were encouraged by Admiral Warren to form the nucleus of Sherborne Branch.

A small party spent a very enjoyable evening, with other guests, at the first Annual Dinner of Blandford Branch.



## DORKING

ONE OF the newer Branches, Dorking, was formed in 1951. But with an enthusiastic Committee, without which no branch can stay afloat for long, they have tackled—and been successful in—all the usual ventures of a forward-looking R.N.A. branch. Children's Christmas parties are routine and so is their Annual Trafalgar Ball.

The usual moving from home to home during the early years did not discourage membership as it has done to some unlucky branches. The present membership is over one hundred and increasing. Their headquarters are now permanent at The Imperial Services Club, West Street, where the usual aptitude of a sailor to make himself comfortable is well illustrated by our photograph of a corner of the Club Room. Dorking are one of the lucky ones able to have a real home of their own and because of the responsibilities this entails, they are undoubtedly more attached to it than they would be if this were not so.

One of the important aspects of this item in NAVY NEWS is to bring out ideas for the education and assistance of other branches. One very

simple but nice addition by Dorking is the adoption of an orphan who up to a short time ago was still in hospital. The Branch members would visit him almost every week, sometimes possibly more often, but not at regular intervals. By this means the visits did not pall nor become anticipated but by their very irregularity were unexpected surprises. Nor by this arrangement did they become a burden on the members themselves. Christmas presents added to the happiness of the little chap and even more so did they add something to the well-being of the branch members themselves.

That very valuable department, Welfare, is represented at Dorking as it should be in all R.N.A. branches. It would seem to be fortunately not overworked, but it is still none the less there and fulfils those wonderful words of the poet "They also serve who only stand and wait," although they may not be so appropriate if read in their full context.

Dorking's message to the R.N.A. is one of welcome and they are always happy to entertain visiting branches or the individual member.

The Dance held on Saturday, April 7, finished the social programme for Season 1955-1956.

An effort is being made to organise at least one bus-load to attend Area Rally which is to be held at Plymouth on Sunday, August 5, 1956.

The lapse of time between availability of tickets for Festival Hall Reunion and actual date was commented upon at last Branch Meeting. A suggestion was made that Head Office should be approached in the hope that a list might be circulated after a certain date showing where surplus tickets were available.

## PORTLAND

THE MONTHLY Meeting of the rapidly growing Portland Branch of the Royal Naval Association was held at the Royal Victoria Hotel on Thursday, April 5, 1956, and was well attended by old and new members.

Business commenced with the reading of the minutes of the previous Meeting which were signed and accepted as a true record.

The Branch was informed, to its great satisfaction, that a £10,000 (ten thousand pounds) grant had been

made to the Royal Naval Association Headquarters by the Royal Naval Benevolent Trust Fund.

Other matters discussed were the Annual Conference and Annual Reunion, to be held in London in July and October, respectively, and a date for "Ladies' night," when members' wives could actually see for themselves the kind of meetings their husbands attended! The form of entertainment for that evening would be arranged by the Committee in "secret session."

Commander J. Belfield, O.B.E., R.N. (Retd.), and Lieutenant B. Heron, R.N. (Retd.), were invited to take office as Vice-Presidents of the local Branch, and their acceptance was received with much pleasure by the Company.

There being no further business, the meeting closed for refreshment and the remainder of the evening was of a social nature, where considerable concentration was required in order to play "a typical Naval game."

The competition prize ("Family dinner") kindly donated by two ladies keenly (and actively) interested in the Association, was won by S/M Strong.

(Continued on Page 6)

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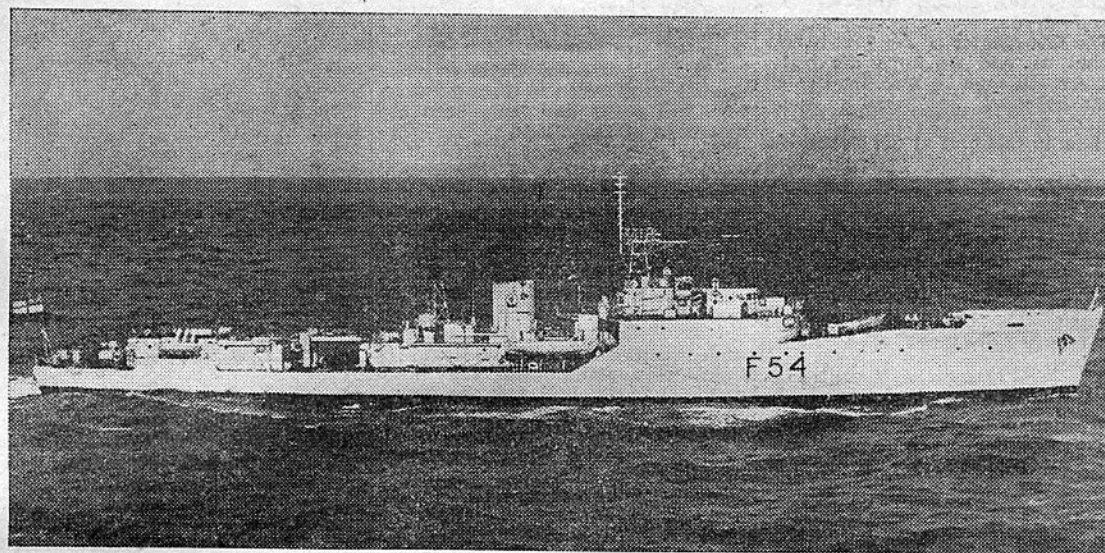
## H.M. ROYAL YACHT BRITANNIA

THE ROYAL Yacht has once again started what promises to be a particularly busy season. In March we completed a three and a half week business cum pleasure cruise which started with our participation in the combined Fleet exercises in the Mediterranean, from which we detached for our cruise with H.M. The Queen, H.R.H. The Duke of Edinburgh, and H.R.H. Princess Alexandra. Finally after their departure, we once again joined up with the Home Fleet for more exercises on the way home.

The Fleet exercises were much the same as always and after the experience we gained from taking part in them last year, it didn't take too long to settle down to this series. Most of the time we were commodore of the convoy which gave us plenty to do. Many of us are apt to forget what it is like to be in general service and these occasions certainly bring us back to earth. H.R.H. The Duke of Edinburgh was with us throughout the earlier exercises and was as always a keen and interested spectator, as was the Second Sea Lord, Admiral Sir Charles Lambe.

When we detached from the Fleet we headed for Ajaccio in Corsica, where in due course H.M. The Queen and Princess Alexandra joined us. It was then that the second phase of our task started, the sole purpose of which was to provide a pleasant holiday, preferably with sunshine, for our Royal Visitors. Ajaccio is quite a pretty spot, but we didn't stay long because the weather became quite unpleasant. Our efforts to find good weather took us firstly to Valinco Gulf, also in Corsica, where we found the swell to be too heavy for comfort, and thence to Maddalena in North Sardinia, which is sometimes known as the Italian Scaja. At any rate it was an ideally quiet spot for a rest. The weather still left much to be desired, so once more we moved and this time went to Santa Manza, a most pleasant spot on the south-east coast of Corsica.

It was here that the holiday atmosphere really began to pervade the yacht and very quickly and in all directions a considerable amount of activity began to take place, including sailing, "banyan parties," rambling and fishing. One rugged bunch of



One of the latest additions to the Royal Navy

officers and petty officers took the huge and unwieldy "Seine" net out to show the locals how to catch fish.

After several hours of back-breaking work, unravelling the net and laying it out, this staunch band of experts mustered on the beach to gather the catch. Finally the big moment came and we found "it" (the catch) hiding under a small piece of seaweed. "It" was a tiny red mullet, scarcely enough to grace a single hors d'oeuvre. At any rate it was a lot of fun trying, and we all hope that "it" wherever he may be, has got over his harrowing experience.

After two days at Maddalena the weather once again let us down so we moved to Girolata on the west coast of Corsica. This is another very remote spot, consisting only of a small village of a dozen or so cottages. Our notice board informed us that Girolata had no shops, no bars, no cinemas and no transport, in other words it was an ideal spot for banyans. As it happened we needed no urging and had many successful

### INCOME TAX

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"banyans" there and the weather was very pleasant. The scenery was very rugged and we were surrounded on three sides by towering hills. Some of our braver souls went climbing, and judging by the hair-raising tales we have heard, we were very lucky not to have returned with a sadly depleted complement. As it is, most of us can show quite a good selection of cuts and bruises, collected in our efforts to emulate Sir Edmund Hillary, or as a result of robust games of rugby played on the shingle. Incidentally the "Seine" net enthusiasts, not discouraged by their efforts in Santa Manza, tried again in Girolata. This was much against the advice of the locals, who gesticulated wildly throughout the proceedings. We thought they might have ulterior motives, so politely ignored them. As events transpired, they knew best. We started to haul in our net, full of anticipation, and then it refused to budge any further. We conferred together and the decision was to pull a bit harder, which we did. More furious wrestling and suddenly the net moved swiftly towards the shore. We quickly found the reason for this phenomenon—our "Seine" net was in two halves. Our Corsican spectators enjoyed the matinee performance thoroughly as you can imagine.

After Girolata we returned to Ajaccio and there our Royal guests departed for home, and we left for Gibraltar. We were proud to receive a message from Her Majesty thanking us all for the happy time she had enjoyed throughout our cruise around Corsica and Sardinia. We had as attendant destroyer St. Kitts, who was with us at Santa Manza, but otherwise remained at Ajaccio acting as a link with the Consular authorities ashore, excepting when she brought us our very welcome mail.

Our stay in Gibraltar was very brief. We stayed only long enough to fuel and then left to catch up with our convoy, which had left some hours before. For the next few days we acted variously as commodore of the convoy, an armed merchant raider, and finally as an enemy cruiser. It might have been fun excepting for the weather, which was very unpleasant for most of the time. The final scoreboard showed that we managed to sink a destroyer, against which it should be noted that we were reckoned to have been sunk twice. It was probably rather too much to have expected that we could take on the Ark Royal, her escort destroyers, not to mention a Dutch cruiser, by ourselves, particularly as we possess only a single navigational radar set. Of course, we had our main armament of two smoke puffs at the ready the whole time. Our real success lay in the fact that we managed to remain undiscovered by these forces and their reconnaissance aircraft for the best part of twenty-four hours.

Finally, here we are back in Portsmouth Dockyard for our annual painting and the busy process of getting ready for our next duty, which is a State Visit to Stockholm with H.M. The Queen and H.R.H. The Duke of Edinburgh.

# COMMAND NEWS

## H.M.S. HARDY

## AIR COMMAND FIELD GUN CREW

THE AIR Arm Field Gun Crew are back on the track, after only five days off for Easter, really breaking the times down. It's one of those things that bad spots come in cycles, and we had an unlucky spell immediately after the Easter break. Possibly the crew realised how little time there was left before the competition to knock off those 30 seconds to beat Devonport's 1953 record of 3 minutes 21 seconds. Anyway, they probably went a shade too fast for their skill at that time and there were several minor cuts and bruises. These always seemed to happen to the same numbers, and for some days we had to slow down the runs to train up new spares.

Happily, we seem to be over that phase now and the times for runs are crashing down in to the 3.40 region at the time of writing this. As was reported in the April issue, Simone Silva was our first informal visitor to watch a run. Since then F.O. Air (Home), F.O.F.T. and F.O.G.T. have all visited the track and witnessed runs below 4 minutes. F.O.F.T. was particularly impressed—he was last year's Commodore Portsmouth!

The crew have been doing daily "Dinner-hour" runs for their barracks and air station supporters at Lee. On every Thursday evening, starting on Thursday, April 26, there will be a public run at 7 p.m. Everyone is most welcome; the Queen's Gate to R.N. Barracks Lee-on-Solent is open half an hour before and after each performance.

It is surprising what a lot of practice in front of a crowd is needed to get rid of the "butterflies in the stomach feeling," which often causes mistakes in the drill from over-keenness. Anyone who is interested, is invited to come and bring their families to support the Air Arm crew and, we hope, see a good clean run.

## R.N.A.S. ARBROATH

### Recruiting Exhibition

THIS WAS held by the Fourth Division R.N.V.R., on H.M.S. Claverhouse (Captain A. M. Hodge, G.C., V.R.D., R.N.V.R.), at Granton, on March 24 and 25.

The display included items of Air Ordnance, electrical equipment, aircraft components, and a comprehensive selection of photographs.

On one day the Martin Baker ejection seat was demonstrated 36 times to audiences of 40.

Total attendance was 6,200.

### Visits of Interest

Towards the end of each term classes of Petty Officer Air Fitters and the final terms of Aircraft Artificer Apprentices and Aircraft Mechanics are allowed the privilege of going on visits of educational interest.

The Petty Officer Airmen Fitters have visited this term the Alma Works of Messrs. Francis Webster & Sons Ltd., the engineering works of Messrs. Keith Blackman Ltd., and the factory of Braemar Knitwear Ltd. All these are in Arbroath. Another party went to the Coventry Gauge and Tool Co. Ltd., at Brechin.

The final term of Aircraft Artificer Apprentices visited Edinburgh, stopping en route at Kirkcaldy where they visited the linoleum works of Michael Nairn & Co. Ltd. At Edinburgh they went to the Palace of Holyroodhouse, the engineering works of Brown Brothers & Co. Ltd., the brewery of William Younger & Co. Ltd., the King's Theatre and Edinburgh Castle. At Portobello they visited the power station.

The final term of Aircraft Mechanics have been to the Manhattan Jute Works at Dundee and to the Lockside Brewery at Montrose.

## H.M.S. MERCURY

EASTER TERM at Mercury finished with its usual flurry of social activities, and the usual reports of "Success" and "Thick Heads" have been received. However, a fortnight's leave, digging the garden and other domestic "hobbies" have made new men out of most of us—or has it?

We have a fairly full programme this term, with, firstly, a visit from the First Sea Lord, Admiral The Earl Mountbatten of Burma, on May 25. He will lay the foundation stone for the new messing accommodation which is due to be completed towards the end of the year. After the First Sea Lord's visit, we have the Queen's Birthday parade on May 31, and later on Her Royal Highness The Duchess of Kent, who is the Commandant in Chief of W.R.N.S., will visit us to inspect W.R.N.S. serving in Mercury.

We already have a full list of cricket fixtures and are in the middle of arranging the tennis fixtures. We hope to do rather well in both sports.

Sometime in June we have the high-light of the term, the Athletics meeting which takes place on "Joe's Meadow" (an official name for our Sports Field), which is followed by a Ship's Company Dance. To continue with athletics, it seems a pity there aren't more inter-Establishment meetings on a similar basis to cricket or soccer. This would certainly keep people training throughout the season and not just for their Establishment "Sports Day."

## R.N.A.S. STRETTON

### Sea Cadet Visit

ROUNDHAY SCHOOL (Leeds) Combined Cadet Force visited the R.N. Air Station, Stretton, with two officers and 55 cadets of their R.N. Section. All were taken up in the Sea Prince; lectures and demonstrations in fire-fighting and safety equipment were given. The cadets were shown round the Air Maintenance Yard where they saw various types of modern aircraft being worked on. Films and Ground Control Approaches also contributed to their eventual day.

A smaller detachment (two officers and 22 cadets) of the Wirral Grammar School C.C.F. paid a similar visit to Stretton.

The R.N. Sections of the Combined Cadet Forces of Downside School and Marlborough College visited R.N. Air Station Yeovilton, where they were shown the Control Tower, Ground Training Hangars, 0.22 Rifle Range, the Link Trainer and the Safety Equipment Section. These cadets were unfortunately unable to fly as no suitable aircraft was available.

## Rev. JOHN FRANCIS DOUGHERTY, R.N. (ret.)

THE MANY Service friends of Father Dougherty will learn with regret of his sudden death at Burnley, Lancs., on March 20, 1956.

Father Dougherty was commissioned as a Chaplain in 1937 and served until 1955, when he was invalided.

R.I.P.

## In Memoriam

Leading Steward Albert J. Robinson, PLX 919524. Died March 21, 1956. H.M.S. Rattlesnake.

Able Seaman E. J. Z. Belsey, PSSX 911471. Died March 22, 1956. H.M.S. Vigo.

Lieutenant B. W. Hailstone, Royal Navy, at Hong Kong. March 26, 1956.

Lieutenant R. A. Lowson, Royal Navy, at Hong Kong. March 26, 1956.

Petty Officer Air Fitter K. Crossman, LFX 837813, at Ford. March 29, 1956.

Electrical Mechanic (Air) 2 D. J. Bradbury, at Stretton. April 12, 1956.

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## Home Air Command Drama Festival, 1956



THE WINNING entry in the Home Air Command Drama Festival was Culdrose Theatre Group's production of "Sit Down a Minute Adrian"—a comedy by Jevan Brandon-Thomas. The play was adjudicated on Thursday, March 22, by Mr. Donald Fitzjohn.

The plot concerns upheavals in the family of an absent-minded architect Adrian Sparkes. His troubles evolve from a lack of knowledge of modern methods of conducting love affairs. Joan, his youngest daughter, starts the ball rolling by making light-hearted advances to her father's new secretary, an ex-commando named Edward Fletcher. They are interrupted by Adrian, who jumps to the conclusion that Joan and Edward are engaged.

It takes his wife and the neighbours, Florence and Nicholas Hedley, to put him right about such things as "necking parties" and "scalp hunting." However, this leads him to difficulties with his second daughter Mercia, who has become engaged to an ardent young communist, Joe Gorme. As if this is not enough for any father to stand, his eldest daughter, Betty, a serious medical student, puts a further cat among the pigeons by informing her parents that she has secretly married.

With all these problems on his mind Adrian decides to have a psychiatrist to put his errant daughters to rights. This leads to even more complications when the man he chooses, Abel Johnson, turns out to be his new son-in-law.

However, everything works out favourably in an hilarious third act. Mercia gives up her communist in favour of the secretary who has been briefed by Mrs. Sparkes to become a "commando in matrimony." Joan, we presume, is left to her flirtations until she is a little older.

In his remarks on the production,

the adjudicator said that the play was the best-rehearsed he had seen at that stage of the competition. The acting team, he said, worked as a team and they obviously suited the play. He was also very impressed with the stage presentation.

The success of the production was largely due to the excellent decor by Cdr. L. C. ("Binks") Darling, and the stage management of S.C.A.E.O. Pat Collings. All members of the cast gave very good performances, but outstanding were those of A.A.2 David Ashworth-Preece (Adrian) who, with his excellent sense of timing and comedy, gave character to a very difficult part, and Wren Charmian Turner (Joan), who played an excellent comedy part. P.O. (AF) Bill Smale and P.O. Wren Diana Fletcher combined well as the Hedleys and succeeded in giving their very difficult parts a great deal of character. Sub-Lieut. Alan St. G. Dawson sustained the part of the efficient secretary right through the play. On two occasions the show was stolen by Lieut. Roger Squires who, as Joe Gorme, gave the part of a North Country communist great sincerity.

Other members of the cast were CPO. Wren Mary Reardon (Dorothy Sparkes), Wren Rosemary Derwent (Betty), Wren Pamela Alberry (Mercia), Wren Penny Hamilton (Bertha, the housekeeper), and Lieut. Derrick Field (Abel Johnson).

The play was produced by Sub-Lieut. Geoffrey A. Mason. THE FINAL line-up L. to R.: Bertha (Penny Hamilton), Joan (Charmian Turner), Abel Johnson (Derrick Field), Betty (Rosemary Derwent), Adrian (David Ashworth-Preece), Dorothy (Mary Reardon), Joe Gorme (Roger Squires), Mercia (Pamela Alberry), Edward (Alan St. G. Dawson), Florence and Nicholas Hedley (Diana Fletcher and Bill Smale).

### R.N.A.S. GOSPORT



Left to right: P.O. Lace, Inst. Lt. Cdr. Taylor, L.R.E.M. Payne, C.P.O. Baker, Mr. Stephens, Mrs. Lace, N.A. Baverstock, R.E.M. Davenport

FOR THE second consecutive year, H.M.S. Siskin managed to gain second place in the Home Air Command, Region D, R.N. Drama Festival.

From the opening scene until the final curtain the play, "Seagulls Over Sorrento," by Hugh Hastings, was kept at a very high level. The audience soon felt that they were on the mess-deck with the four ratings who had volunteered for hazardous duties, sharing with them their pleasures and misfortunes alike. Even those un-

familiar with the play quickly noticed how these characters resembled many of their own mess-mates—the ever-cheerful "Badger" with his free and easy style, the droll Scot "Haggis," young "Sprog" and the somewhat "mixed-up" but helpful "Lofty"—and hence the appreciation of this live play was even more noticeable.

The adjudicator, Mr. Donald Fitzjohn, said, "The team obviously put in a great deal of hard work. The play was very well rehearsed and very well produced."

### H.M.S. DOLPHIN

"JOURNEY'S END," produced by Commander P. G. Sharp, D.S.C., to quote the adjudicator, Colonel Lasbrey of the British Drama League, 'hit the bullseye from the start.' Ably produced and well acted the play moved off firmly and smoothly to introduce the Dolphin Players to an auspicious Second Season. The play is far from easy where amateurs are concerned, and the well balanced performance which was staged was evidence enough of the careful and intelligent study of a production which gripped the audience from the very start. High praise indeed to the producer, who, with limited stage movement, was yet quick to take advantage of the rhythm and mounting climax of the play. Lieut.-Cdr. Robin Garson, as Captain Stanhope, was vital, dominant and convincing; Surgeon-Cdr. A. Burnett, as Lt. Trotter, played his part to perfection; Lt. A. MacDonald, as Lt. Osborne (Uncle), gave a sympathetic and effective display. Lt. B. Watson, cast in the role of 2nd Lt. Raleigh, the new arrival to the trench warfare of 1914-18, shed that rare sparkle of gallant youth, and Lt. J. Pargeter, playing a difficult emotional part, rose to the occasion and made 2nd Lt. Hibbert a study of inner conflicts. Private Mason, played by C.P.O. Watson, gave a vivid cheek and charm to the many duties of a messman.

Of the remaining roles, Captain Hardy (Lt. B. Hermann), the Colonel (Lt. L. Turtle), C.S.M. (Lt. N. Clack), and the German soldier (Midshipman G. Simonds), no finer tribute to their supporting parts can be paid than to quote Colonel Lasbrey in his appraisal of the play, 'I knew these men.' The scenery, painted by Commander D. Cameron, V.C., and the sound and lighting effects by Lieut.-Cdr. M. Howlett, provided the grim background against which the play was developed. It was, as Colonel Lasbrey stated, a well rehearsed and sound production which held the audience in thrall. Among the many guests present were the Command Instructor Officer (Instructor Captain A. E. Johnston) and Mrs. Johnston. Captain G. D. A. Gregory, D.S.O., Royal Navy (Captain of H.M.S. Dolphin) thanked the Adjudicator for his summary, and, on behalf of the audience, congratulated the Dolphin players and producer for an extremely enjoyable performance.

We have said good-bye to Captain A. H. Dropp, U.S.N., who has returned to the United States to assume command of U.S.S. Pocono. Both Captain and Mrs. Dropp, with their silver dolphins as material evidence, stated that never had they met such friendly people as during their stay. Another to leave the Peninsular is Lieut.-Cdr. R. W. Garson (Training Officer), one of the original Dolphin Players, whose genial smile will be missed. To all who have left the friendly coastal strip of Blockhouse, the very best of fortune.

One of the most historical sites in the Portsmouth Command is occupied by H.M.S. Dolphin—before the introduction of a Navy Board, this office was performed by the Keeper and Governor of the Kynges Shippes. Thus, in 1495, the office holder, Robert Brygandyne, taking stock of his cannon (1 grete serpentyne of yron and 4 stone gones) and other stores of a warlike nature, records: "Here ensueth thacompote of stuff store artilleries and other abillamentes for the warre by the seid Robert Brygandyne at our Sovereigne Lorde the Kynges Blokkehouse at Portesmouth the ffyrst day May in the Xth yere of our Sovereigne Lorde Kyng Henry VIIIth which day the seid Robert Brygandyne ffyrst toke the seid Blokkehouse in to his handes and quyding by vertu of his office."

Although Leland (about 1544) mentions only one circular fort or bastion the Cowdray House Drawing shows three. Holinshed, a chronicler of these times, mentions a tower built at the South West point, known locally as Little Paradise, from which ships could be moored. When time and circumstance become opportune it may well be shown that Blokkehouse and Little Paradise are not entirely unrelated, and that the genial atmosphere and medieval background of the one go towards the perpetuation of the other.

It is pleasant to record that the association between H.M.S. Dolphin and H.M. Submarine Alliance can be traced, in name, back to 1796. In 1795 the 36-gun Dutch frigate, Alliantie, was captured off Norway and added to the Navy as H.M.S. Alliance. In 1796 both Dolphin (hospital ship) and Alliance (store ship) were in the Mediterranean under Admiral Sir John Jervis, and, in a letter to Lord Spencer he said that as both ships were thinly manned the Captains of the two vessels had found great difficulty in speeding up their signals. In

1799 the Alliance was engaged in preventing Napoleon leading his army from Egypt back to France. At Acre, where Napoleon was defeated by the intervention of the Navy, the Captain of the Alliance, Captain David Wilcott, was killed while defending a breach in the shore defences.

### SUBMARINE O.C.A.

THE RECENT press notices and pictures of Opo, the New Zealand dolphin, would suggest that its behaviour was remarkable. Yet other examples of a dolphin's friendliness are known. Even Pliny the Elder records a case, and, to the student of human nature it may well explain why a great number of inns and hostels bear the proud name of "Dolphin," or since H.M.S. Dolphin and Fort Blockhouse are synonymous, it may well be that ex-submariners have tried to perpetuate ashore that friendly atmosphere of the Submarine Service.

The Submarine Old Comrades' Association needs no such badge to proclaim its purpose—it strengthens its ties by an annual pilgrimage to Blockhouse Fort, and thus preserves its traditional spirit. Those who are qualified for membership will find the list of branch Secretaries below: London: Mr. P. W. Elliott, 23 North End Road, West Kensington, W.14. Portsmouth: Mr. I. Chapman, 9 Nettlecombe Avenue, Southsea. Chatham: Mr. W. Sadleir, M.B.E., 18 Rainham Road, Chatham, Kent. East Anglia: Mr. A. A. Betts, 14 Royal Hospital School, Holbrook, Suffolk.

Plymouth: Mr. J. Muir, 6 Lucas Terrace, Princes Rock, Plymouth. South-East Kent: Mr. M. Fowler, 31 Thornbridge Road, Deal, Kent. North-East England: Mr. J. V. Hogg, 13 Stratford Grove Terrace, Heaton, Newcastle-on-Tyne.

West Riding: Mr. R. G. S. Reade, 20 Rookwith Parade, Eccle Hill, Bradford 2. Australia: Mr. W. Briggs, 46 Nicholson Street, Crows Nest, New South Wales.

### H.M.S. VERNON

#### Sports Notes

The click of ball on bat is becoming a common sound once more as net practice swings into action, and a glum look has appeared on the usually cheerful face of Gerry Tordoff as he surveys his bat, split after a particularly vicious drive.

We look forward to a very healthy season in all fields of sport; cricket, Instr. Lieut. Tordoff, the Navy and Combined Services player, is with us and Lieut.-Cdr. J. F. Fallwell, who we hope will prevent too many byes.

Our tennis team will be strengthened by Cdr. David Repard, who figured in "The Sportsman of the Month" in April's edition.

Our whalers and dinghies are in the water, Sea Otter will be ready soon and we hope to repeat last year's successes when we swept the trophy board, including the Monarch Bowl.

Another field in which we hope to shine is Water Polo; we just failed to retain the Cup last year after holding it for the previous two, but our team are out for blood this season.

Our Sports Meeting takes place late in May and training is already afoot under the experienced hands of various officers.

Altogether we look forward to the summer!

The T.A.S. Conference is being held on three days this month and the programme indicates that much of interest will be discussed.

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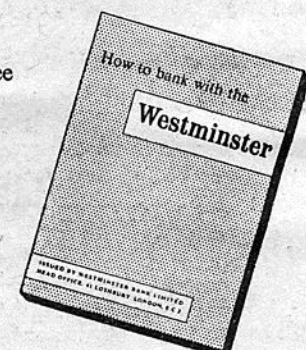
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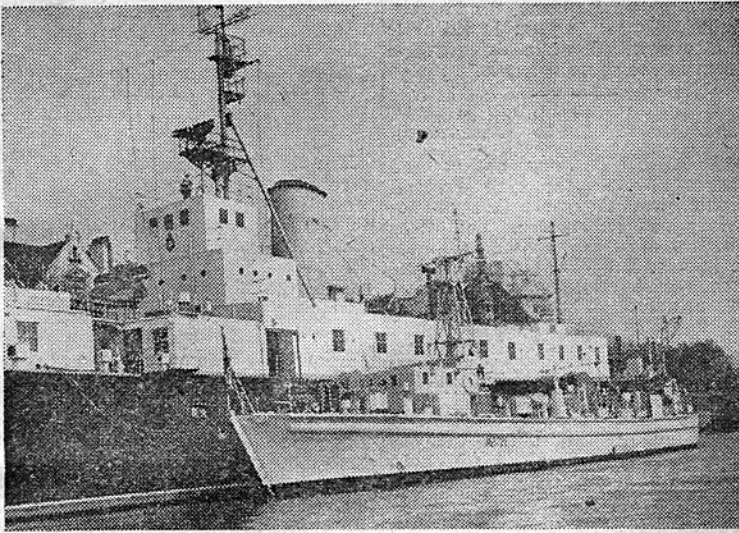
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## H.M.S. PRESIDENT



H.M.S. Pulham moored alongside H.M.S. President before leaving for her first training cruise manned by London Division R.N.V.R.

H.M.S. PULHAM, a new inshore minesweeper, has been allocated to London Division, R.N.V.R., and represents a very great advance in our ability to give practical seamanship instruction.

She is berthed alongside H.M.S. Discovery, and will be used mainly for week-end cruises and evening expeditions down the Thames. The "christening" cruise under the R.N.V.R. took place during the Easter holiday.

Until this year, we have been wholly dependent on H.M.S. Thames, a coastal minesweeper and too large to negotiate the river as far as King's Reach. In consequence she has been kept at Harwich.

The long and tedious train journeys from London to that port have cut into the weekend cruises and she has not, of course, been available for the evening training.

From now on H.M.S. Thames can be used exclusively for fortnight cruises, for which she is ideal. Seven of these are planned for this year: to Odense and Cuxhaven in April, with Lieut.-Cdr. Costley in command; to Dordrecht and Ghent in May (Lieut.-Cdr. Foster); Bodo and Narvik in June (Cdr. Quarrie); minesweeping exercise in July (Lieut.-Cdr. Le-worthy); Aarhus and Hamburg in August (Lieut.-Cdr. Atkinson); Northern France in September (Cdr. Bartlett); and Scheveningen and Ostend in October (Lieut.-Cdr. Eden).

The average crew for Thames is at least eight officers and 32 ratings. This means that well over 56 officers and 224 ratings will have trained in her during the year. The complement of H.M.S. Pulham is four officers and 14 ratings. A very large number will have spent short but valuable periods in her during the summer.

## LOSSIE'S FLYING SAUCER

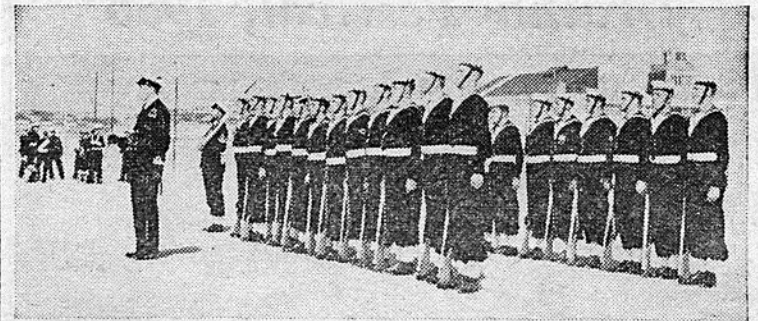
### Mystery Blip on Camera Gun

ON WEDNESDAY, March 21, three aircraft took off for the 10-11 detail to do Exercise G4, which consists of quarter attacks operating a camera gun. The aircraft were Sea Hawks, piloted by the Instructor (who acted as target), Lieut. J. Kelly, R.N., Sub-Lieut. G. W. N. Coats, R.N., and Sub-Lieut. A. Arundel, R.N., all of 738 Squadron. Sub-Lieut. Coats takes up the story from there: "I was flying at 15,000 feet in perfect visibility. Being a novice I had difficulty in keeping the gratitudes on the target, and I therefore don't think I would have noticed anything at the edge of my field of vision. But when my film was developed and projected on to the screen there was what appeared to be a perfect example of a Flying Saucer, moving on the port side of the target in relation to (a) the horizon, (b) the target, and (c) the gratitudes, becoming larger as the range decreased. Theories that this was caused by the shadow of the sun have been discarded, and I don't see how it could have been a blotch on the film. The whole thing is most mysterious. The film has been despatched to Ford, and when a proper negative film has been made it is to be sent to the Admiralty for official investigation. Up to now I have not believed in the stories of Flying Saucers. Now I do not know what to think."

Lieut. J. Kelly, R.N., when interviewed, said: "If there were such things as Flying Saucers, I believe it is conceivable that this is one." The Squadron Air Weapons Instructor, Flt.-Lieut. R. Widdam, of the R.A.F., was even more definite. "In all my experience I have never seen anything like this object on a film before."

Stories of Flying Saucers have become legion in the last few years, but this is believed to be only the second time that Lossie has entered the news in that respect. What next? Your guess is as good as ours! Of course, Tuesday night was the Wardroom Mess Dinner night . . . .

## H.M.S. DALRYMPLE AT ROYAL WEDDING



H.M.S. DALRYMPLE (Cdr. J. T. K. Paisley, R.N.) paid a formal visit to Monaco from April 17-20, for the wedding of Prince Rainier and Miss Grace Kelly on April 18.

Monaco is the headquarters of the International Hydrographic Bureau, responsible for co-ordinating and standardising the marine charting work of the world's Navies, and the Dalrymple, a survey ship now serving in the Mediterranean, was present at the last international conference to be

held there in 1952. The Dalrymple is now at Malta.

H.M.S. Dalrymple, built at Sunderland, was accepted into service in February, 1949, and has been employed extensively in the Persian Gulf, East Indies and Mediterranean. Her first Commanding Officer was Capt. A. Day, C.B.E., D.S.O., R.N., who reached the rank of Vice-Admiral before retiring recently from the post of Hydrographer of the Navy.



H.M.S. Dalrymple's crest and casket presented to the Prince and Princess of Monaco. Shipwright Hard, of Plymouth, made the casket on board

## STATION NEWS . . .

THE START of a Term is always a bad time for the editors of articles such as this one. Fortunately, however, our last contribution missed the April NAVY NEWS so at least there will be some copy for this one. To readers who waited with bated breath for our latest from Lossie I can only say "Hard Luck."

It would appear that Julius Caesar was not the only one to suffer during the Ides of March. On March 15 we surrendered the Bambara Trophy to R.N.A.S. Cudrose at the Home Air Command Boxing Championships held at R.N.A.S. Bramcote. Our team put up a very fine display, finishing as runners-up to the strong Cudrose team; four of our boxers reached the semi-finals, three of them winning through to the finals.

Our three finalists were Naval Airman Dryden (Light-heavy), Naval Airman Budding (Lightweight) and Naval Airman Latimer (Bantam). Dryden was successful in his final bout, thus retaining the Home Air Command Light-heavyweight Championship. Naval Airman Latimer, although losing a very fine final bout, was invited, along with Naval Airman Dryden, to represent the Home Air Command in the Navy Championships at Portsmouth. In the Navy Championships, Naval Airman Dryden reached the semi-finals and Naval Airman Latimer won through to the finals. Unfortunately, Latimer was unable to actually take part in the final bout due to an eye injury.

On Tuesday, February 28, the Fulmar Dramatic Society produced "A Party for Christmas," by N. C. Hunter, for the Royal Naval Drama Festival. In a most constructive and helpful criticism the Adjudicator, Mr. Donald FitzJohn, said that the play, although light, was typical of the time-honoured tradition of British domestic comedy and was well suited to the cast. The next production, which is in rehearsal now, is an evening of two one-act plays, "The Distant Drum" and "Send Her Victorious." It is hoped to produce these early in May. Our position in the final placing of the Home Air Command in the Festival was fourth, equal with R.N.A.S. Arbroath.

On Friday, March 9, Rear-Admiral C. L. G. Evans, C.B.E., D.S.O., D.S.C., paid a visit to Lossie-mouth as part of his new Command. After Divisions, Rear-Admiral Evans addressed the Ship's Company on the

subject of the future of the Fleet Air Arm in general and of Flying Training in particular.

Commander D. G. Parker, D.S.O., D.S.C., A.F.C., R.N., left us at the end of last term to take up his new appointment as Commander Air of Ark Royal. His successor as Commander Air Lossiemouth is Commander C. J. Cunningham, D.S.C., R.N. Commander Cunningham was until recently First Lieutenant of the Royal Yacht Britannia.

Preparations are now well in hand for our Air Day which will take place on July 21. Fulmar shares the responsibility of providing an Air Day for this part of Scotland with Royal Air Force Kinloss. This naturally engenders quite a bit of rivalry to put on the best show. Last year Kinloss did the Air Day, and this year it is our turn to show what the Navy can do.

### GLIDING CLUB AT STRETTON

SINCE THE club was formed on October 17, 1955, members have made good use of the equipment available to the extent of carrying out 107 ground slides and 38 flights on the Primary Eon and Kirkby Cadet.

This was accomplished during the winter season with short afternoons and a good share of adverse weather conditions. The problem of towing has been such that it has often been necessary to leave one glider in the hangar during an afternoon's activities and sometimes to cease towing altogether, having regard to the churning up of the wet grass surface by the auto-tow.

On December 31, 1955, the Certificate of Airworthiness expired on the Primary and the Cadet, and both now require inspection.

As a result of much detective work by the Committee a winch has been run to earth and has been purchased from the London Gliding Club.

This is an ex-R.A.F. Balloon winch in good condition, and it has already been mounted on a lorry. Much work has gone into conversion of this winch, including cable drum welding, working parts checked and lubricated, electrical system checked and cleaned, and the whole winch cleaned and painted, etc.

A.A.3 Sliney and A.A.4 Boulton are specially mentioned for their work in the past and it is hoped that more members will come forward and give a hand in the future.

### Visit of Combined Cadet Force

Amongst our many activities, the Officers and ratings of H.M.S. Blackcap (Capt. E. M. Harvey, R.N.), take keen interest in welcoming and instructing the many pre-entry organisations.

On Wednesday, April 18, a visit was paid to the Station by thirty-two Cadets of the C.C.F., who were on a week's course at the R.M.F.V.R. Centre, Birkenhead.

The Cadets had instruction in fire-fighting, were taken round the Air Maintenance Yard and all had a flight in a Dominie aircraft.

These Cadets came from Oundle School, Peterborough, Rossall School, Fleetwood, Merchant Taylor School, Liverpool, and Birkenhead School.

### Royal Visit to Stretton

H.R.H. The Duke of Edinburgh is visiting the Establishment on May 16 and 17. All hands are eagerly awaiting the date so that we may have the opportunity of showing His Royal Highness the work that is carried on about the Station.

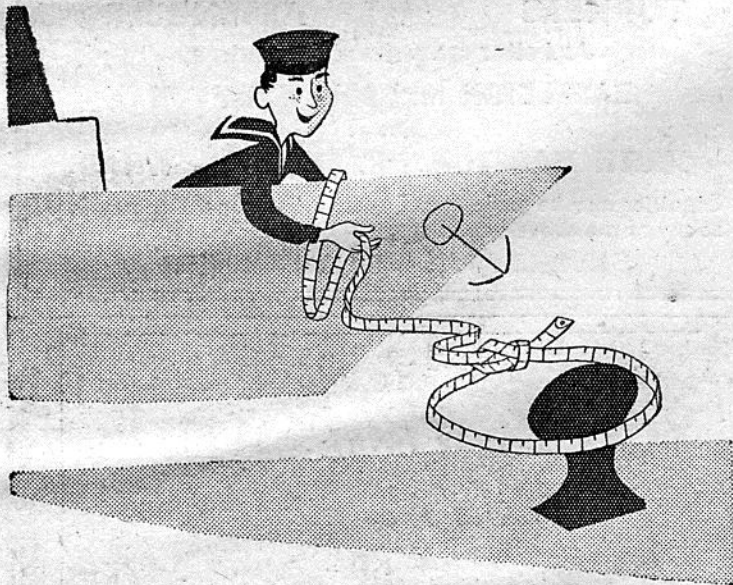
### PLYMOUTH R.N.V.(S)R.

THE PLYMOUTH Unit held its Annual General Meeting in March, when a good number of Officers attended at the Wardroom of the Royal Naval Barracks, Devonport.

The Chairman of the Unit, Cdr. F. R. Dunstan, R.N.V.R., in his report paid tribute to the spirit of the Officers of the Unit in their enthusiasm to join in Exercises as available, and reported the successful Cocktail Party recently held at Hamoze House, Devonport, when members had the privilege and pleasure of meeting the new Commander-in-Chief Plymouth, Admiral Sir Mark Pizey.

The Training Officer (Lieut. W. C. Benham), outlined the opportunities for training available to Officers during 1956, and stated he would be prepared to arrange Lectures monthly.

Lieut. A. Laxton, the Honorary Secretary of the Unit, would be pleased to hear from any Officer in the West country who may like to join the Unit. His address is 33 Derry Avenue, Plymouth, telephone Plymouth 60930.



## Willerbys and 'The Pusser's Serge'

In a recent article in a recent issue of a certain Royal Navy Magazine (which shall be nameless) the author refers to 'replacing the pusser's serge with the pin-head drape-shape'. When you call at Willerbys for your shore-going rig (or your new P.O.'s uniform) you'll find they don't talk quite like that . . . But you *will* find a splendid range of top-quality cloths to choose from, and tailoring by men who know their job, and prompt and helpful service (and a Ready-to-Wear Department as well). And you *will* find the Allotment Scheme in full swing, and very reasonable prices. Why not write—or better still call and ask for a copy of the folder explaining

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LONDON W1 and at 82 ROYAL PARADE PLYMOUTH • 75 HIGH STREET CHATHAM  
111 COMMERCIAL ROAD PORTSMOUTH • 5 LONDON ROAD NORTH END PORTSMOUTH  
20 ABOVE BAR SOUTHAMPTON



# SPORTS PAGE

## BOXING

Since the last issue of the NEWS Boxing has reached its peak and the following have taken place: R.N. Championships, R.N. v. Wales, and the I.S.B.A. Championships.

### R.N. Championships, March 22nd

One of the largest houses for many years was treated to a splendid evening's boxing. Although the standard was not quite so high as had been hoped, all the bouts, with the exception of the Fly and Heavy weights, were very closely contested. A most welcome feature of the championships was the revival of Royal Marine boxing. Had it not been for a crop of injuries during and immediately before the championship the Marines would almost certainly have taken three titles.

#### Results:

**Flyweight.**—A.B. Mason (Po.) beat El. App. Hibbens (Po.).  
**Bantamweight.**—A.B. Dunkley (Po.) walk over. Opponent unfit.  
**Featherweight.**—A.B. Ridley (Po.) beat P.O. App. Ronaldson (Po.).  
**Lightweight.**—A.B. Dunning (Po.) beat O.Sea. Jackson (Nore).  
**Light Welterweight.**—Tel. Beddell (Ply.) beat Mne. Nixon (Ply.).  
**Welterweight.**—Mne. Dancy (Ply.) beat A.B. Rawlings (Po.).  
**Light Middleweight.**—A.B. Gleason (Ply.) beat Mne. Chittil (Ply.).  
**Middleweight.**—Tel. Hone (Po.) beat Mne. Tingle (Po.).  
**Light Heavyweight.**—A.B. Taylor (Ply.) beat M.(E.) Crow (Nore).  
**Heavyweight.**—L.Sea. James (Ply.) beat L.Sea. Fisk (Po.).

#### Inter-Command Trophy

Portsmouth ...	35 points
Plymouth ...	30 "
Nore ...	10 "
Air ...	8 "

### R.N. v. Wales, April 12

To give the Navy team a "blow through" before the Inter-Services championships, a return match was arranged against Wales. This match took place at Cwmbran near Newport before a packed house. The final score was 7-3 against, but nearly everybody present thought it should have been 6-4, as A.B. Gleason seemed to have clearly outpointed his opponent.

A.B. Dunning had another terrific contest with Malcolm Collins, Welsh Empire Games representative, and once again confirmed his superiority.

#### Results:

**Bantamweight.**—A.B. Dunkley (Po.) lost to J. Thomas.  
**Featherweight.**—A.B. Ridley (Po.) lost to S. Elliott.  
**Lightweight.**—Mne. Chittil (Ply.) lost to J. Halbert. A.B. Dunning (Po.) beat M. Collins.  
**Light Welterweight.**—Tel. Beddall (Ply.) lost to N. Jenkins.  
**Welterweight.**—A.B. Rawlings (Po.) lost to J. Colwell.  
**Light Middleweight.**—A.B. Gleason (Ply.) lost to W. Morris.  
**Middleweight.**—Tel. Hone (Po.) beat R. Price.  
**Light Heavyweight.**—M.(E.) Crow (Nore) lost to O. Bowen.  
**Heavyweight.**—L.Sea. James (Ply.) beat J. Smith.

### I.S.B.A. Championships, April 19

This year's championships were held at R.A.F. Hullavington, it being the turn of the R.A.F. to be host Service. As usual the standard was extremely high and hard though the Navy boxers tried, in most cases they were outclassed. A.B. Dunning again boxed extremely well and in a normal year would probably have won the title. In the semi-finals he beat L./Cpl. Coote, Scottish international, but in the final he was unable to find any effective answer to the straight right of south-paw Cpl. McTaggart, an ex-I.S.B.A. champion. The Navy's other hope of a title, L.Sea. James, was very disappointing and boxed well below his best against opposition which he should have been able to take in his stride.

#### Results:

**Flyweight.**—A.B. Mason (Po.) lost to Spr. Ambrose (Army) in semi-final.  
**Bantamweight.**—A.B. Dunkley (Po.) lost to A.C. Reille (R.A.F.) in semi-final.  
**Featherweight.**—A.B. Ridley (Po.) lost to Pte. Day (Army) in final.  
**Lightweight.**—A.B. Dunning (Po.) lost to Cpl. McTaggart (R.A.F.) in final.  
**Light Welterweight.**—Tel. Beddall (Ply.) lost to A.C. Jones (R.A.F.) in semi-final.  
**Welterweight.**—Mne. Dancy (Ply.) lost to Pte. Gill (Army) in final.

**Light Middleweight.**—A.B. Gleason (Ply.) lost to L.A.C. Cunningham (R.A.F.) in final.

**Middleweight.**—Tel. Hone (Po.) lost to Sgt. Wells (R.A.F.) in semi-final.

**Heavyweight.**—L.Sea. James (Ply.) lost to Sgt. Bray (Army) in semi-final.

## HOME FLEET

ON THE return of the combined Fleets to Gibraltar, after a week of exercises at sea, the weather apart (from the first and last days) enabled nearly all the sporting programme to be completed. In addition, the 4th D.S. defeated Glasgow/Reward 2-1 in the final of the King's Cup, and the 6th D.S. defeated Tyne/Taciturn 2-0 in the Hockey Challenge Cup Final.

In the inter-fleet Hockey match the Mediterranean Fleet's win by 4 goals to 1 was a clear indication of their superiority, but their win by 4 goals to 3 in the soccer match was a very close run affair and indeed very much against the run of the game. The fact that the Mediterranean Fleet won was due firstly to their ability to seize upon three errors in defence all in the first six minutes of play and all of which produced a goal. The Home Fleet rallied splendidly from this shock and did well to be losing by 3-4 at half-time.

On the resumption, it was clear that the Mediterranean had decided to fight a rearguard action and were concentrating on defence, a policy which in the end proved decisive as there was no further score, but there were at least three precious close shaves and the closing minutes of the game had everyone in suspense. The outstanding players in this game were: M.(E)'s R. J. McKellar (Agin-court) and G. Butwell (Barrosa) in attack and A. B. Bower (Birmingham) and N. A. Eaton (Ark Royal) in defence.

The Home Fleet easily won the Squash by 5 matches to nil, and they also won the Tennis by 9 matches to 6. The Combined Fleets' Squash team defeated the Naval Officers' Pavilion 4-1. The tennis fixture was cancelled through bad weather.

#### Inter-Fleet Rifle Meeting

A successful team rifle meeting was held between the Home Fleet and the Mediterranean Fleet (represented by Ark Royal and Birmingham), with the following results:

**Event 1** 300+ deliberate (teams of 12 each to include 4 ratings under 21)—H.F. 231, Med. 227.  
**Event 2** Beat the Gates at 300+ (teams of 4)—1st, Med "B"; 2nd, H.F. "B"; 3rd, Med. "A"; 4th, H.F. "A".

**Event 3** Revolver (Whitehead—teams of 6)—H.F. 223, Med. 160.

**Event 4** Revolver (teams of 3)—Winners, H.F. "A"; runners-up, H.F. "B".

**Event 5** 200+ rapid (teams of 12 each team to include 4 ratings under 21)—H.F. 451, Med. 449.

**Event 6** Team Snap at 200+ (team of 4)—H.F. "A", 37 hits; H.F. "B", 26 hits; Med. "B", 30 hits; Med. "A", 26 hits.

**Event 7** Team Snap at 200+ (Royal Marines only—teams of 10)—H.F. R.Ms., 56 hits; Med. R.Ms., 36 hits.

**Event 8** Rifle tiles at 200+ (teams of 4, including one team of R.Ms. only)—Winners, H.F. R.Ms.; Runners-up, Med.

The Home Fleet team consisted of: H.M.S. Tyne: Writer Row, Mne. Reid, Cpl. Armitage.

H.M.S. Glasgow: Lieut.-Cdr. Millar, Mne. Brooke.

H.M.S. Delight: Lieut.-Cdr. Ley.

H.M.S. Agincourt: C.R.E.A. Cole, O.S. Allen.

H.M.S. Barrosa: Lieut. Mackenzie, O.S. Harvey.

H.M.S. Aisne: P.O. Pinder, E.R.A. Newman.

#### Inter-Fleet Sailing Races

Sailing again proved one of the most popular sports. The good weather while the Fleet was at Gibraltar enabled a number of whaler and dinghy events to be organised. In addition to two purely Home Fleet events, two races were held in which members of the Royal Gibraltar Yacht Club participated and showed us their skill. The final week at Gibraltar, when ships of both the Home and Mediterranean Fleet were present, provided the climax to the sailing activities during the cruise. The two inter-fleet dinghy events produced an average of 16 starters on each occasion and 13 whalers started in the two whaler events. This total of 29 sails in Gibraltar harbour was

## HOME AIR COMMAND SPORTS

### ASSOCIATION FOOTBALL

**Inter-Command Final—Played at Chatham, March 28, 1956**

FOR THIS game we travelled to Chatham, our opponents being Nore Command.

The match was played in brilliant sunshine, but a strong wind blowing diagonally across the pitch rather spoilt any hope of good football.

From the kick-off both teams produced some fine moves and an excellent combination, and at the outset a hard struggle between both teams was obvious; the play swung from end to end with both goalkeepers being very prominent. In the 20th minute of the game E.M.A. Widdowfield gave a beautiful through pass which N.A. Hasty quickly took in his stride to score a grand goal, thus "first blood" to the H.A.C.

Nore Command then put on the pressure and eventually in the 35th minute O.A. Howard, Nore's centre-forward, received a cross pass from the left wing, the bounce of the ball deceiving our centre-half, A.A.4 Parkinson, went through to Howard, who, quickly taking advantage, very coolly lobbed the ball over the advancing Air goalkeeper. This brought the score level to 1-1. Shortly after this Galvin, Nore's right winger, managed to draw Cairns out of his goal. He then passed the ball to his inside forward, Parry, who took a first-time shot at goal. This we fully expected to see go in, but fortunately Parkinson had noticed this move, took up position on the goal line, and just managed to head away this shot, thereby saving a certain goal.

N.A. Hamilton, who was a last-minute choice for the outside right position, travelled all the way from Scotland and arrived just before the match started, but he fully justified his selection by putting on a very good performance. Immediately before the close of the first half, Hamilton sent over a beautiful cross which Mullry, our outside left, headed towards goal. This, unfortunately, was stopped from entering the net by bouncing off the back of one of the Nore defenders, thus diverting it over the side line. Half-time score, 1-1.

The second half proved to be an even greater struggle, but the wind, which had got stronger, resulted in unnecessary throw-ins, and a lot of mid-field play. Home Air Command gradually forced the pace and many narrow escapes for Nore were purely due to the fine goalkeeping of Writer Stevens, also on more than one occasion the ball was cleared from the goal line by the quick thinking of the Nore defenders with Stevens well out of his goal. And so it was not until 10 minutes before the final whistle that N.A. Hasty again came on the scene, receiving a through pass he tricked one defender and the goalkeeper to dribble the ball into the net—a very good goal indeed.

Thus with a goal lead we managed to survive all that Nore could hand out, and as the final whistle blew we were once again proud possessors of the Inter-Command Cup. A most satisfactory result; the team played well as a whole with special mention to Cairns (goalkeeper), Hasty and N.A. Hamilton.

The trophy was presented by the Commander-in-Chief the Nore, Admiral Sir Frederick Parham, K.C.B., C.B.E., D.S.O.

For the last match of the season see notes on forthcoming events.

#### Boxing

Ten boxers from H.A.C. were entered for the Navy Open Championships held at Portsmouth on March 20, 21 and 22. We were not able to win any Navy titles this year, but all the boxers put up very creditable performances. N.A. Latimer boxed through to the final of his weight, but owing to an eye injury was unable to box A.B. Dunkley, of Portsmouth, in the final. N.A. Dryden of Lossiemouth, in the Light-heavyweight division, had a very good and close bout in the semi-finals with A.B. Taylor of Plymouth, the winner of this division, and is one of the two reserves we have

a gay and refreshing sight. A boat from H.M.S. Maidstone was usually amongst the first three in these races, while P.O. Drake, who did well in Portland last season and who is now in H.M.S. Glasgow, was first home in the ratings inter-fleet dinghy race. An innovation which proved popular was the holding of a sailing discussion (at which a film was shown) one afternoon; it is hoped to hold some more of these discussions during the summer cruise and anyone who is prepared to lend any 16 mm. sailing films is asked to get in touch with the Fleet Sailing Secretary, H.M.S. Tyne.

for the I.S.B.A. Championships, the other being N.A. Latimer, who, we are very pleased to say, has fully recovered from his eye injury and is now, in company with the other boxers of H.A.C., enjoying a well-earned Easter leave.

We look forward with great confidence to next season's boxing and hope that some of the young and new talent seen in action this season will have matured both in confidence and experience and so bring some of those Navy honours back to the Home Air Command.

#### Fencing

Phase II was held at Lee-on-Solent on Thursday and Friday, March 22 and 23.

Entries this year were not as great as in previous years, but the standard did not seem to suffer too much, except possibly in the Bayonet, where with only three individual entries and no Palmer Trophy teams, the standard could not be expected to be very high. Individual results were:—

#### Sabre

Winner: P.O. T. Smith, Arbroath.  
 Runner-up: P.O. Reeves, Ariel.

#### Foil

Winner: L.A. Pitman, Ford.  
 Runner-up: Lieut. Creagh Osborne, R.N.A.Y. Fleetlands.

#### Epee

Winner: P.O. Dodman, Lossiemouth.  
 Runner-up: C.P.O. Bain, Lossiemouth.

#### Bayonet

Winner: L./Sea. Barrie, Ariel.  
 Runner-up: R.P.O. Whiting, Ariel.

In addition to the above the Command are also represented in Phase III by Lieut. Ashmole (Lee-on-Solent), Surgeon-Cdr. Glass (Arbroath) and Lieut. Creagh - Osborne (R.N.A.Y. Fleetlands) in weapons for which they received exemption direct to Phase III. The W.R.N.S. entry this year was very small, and as a result they have all gone through to Phase III.

We wish them all the best of luck on April 24, 25 and 26, and hope that some of them may be fortunate enough in getting to Earls Court for Phase IV of the Royal Tournament, where the R.N. and R.M. have a very high reputation, and a record to be very proud of.

#### Rugby

With the rugby season over, there is little to say, except the Air Command are very proud of the Navy's fine win over the R.A.F. at Twickenham, when the R.A.F. were odds-on favourites. At least the R.N. as a result will now share the Inter-Services Championships. In particular, congratulations to A.A.4 Valentine on being made captain of the R.N. side, only the second rating ever to be so. It is satisfaction indeed to realise that we were able to hold our own against the other two Services who are much larger and have the advantage of a large influx of very experienced talent from National Service intakes.

#### Coming Events

The final Command Soccer match will take place at Southall, Middlesex, on Wednesday, May 9, 1956, and will be the annual Southall Hospital Cup match v. Southall. As the game is in the evening and on the same day as the England v. Brazil match at Wembley, we hope to be able to pay a visit to Wembley before going on to Southall. Look out for that team signal.

Once again the H.A.C. Golf Championships will be held at Little Ashton, a course and club which has always been regarded as first class in every respect. The dates? May 3 and 4, 1956. Cricket comes into its own once again, and the H.A.C. trials and Cricket Week will commence on Monday, May 14, at Seafeld Park, Lee-on-Solent.

Cricket enthusiasts should enjoy the opportunity of a trial and possible selection for the Command team, who will play in the following matches:—

Wednesday, May 16 v. Aldershot Services at Aldershot.  
 Thursday, May 17, v. Winchester and District at Winchester.  
 Friday, May 18, v. U.S. Portsmouth at U.S. Ground, Portsmouth.  
 Saturday, May 19, v. Hampshire Hogs at Seafeld Park, Lee-on-Solent.  
 Monday, May 21, v. Eastbourne at Eastbourne.

From Bat and Ball to Raquet and Ball. Tennis in the Command has in the past revolved around a number of regulars, with a slight sprinkling of newcomers. As a word of warning to the future, the Command Championships will be at Alverstoke on June 14 and 15 this year, and it is hoped that any young hopefuls in the tennis world will make this date their

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**DRIVER**, ex-R.N. or R.A.F. wanted to assist with instrument packing driving and car maintenance; permanent job, Central Westminster, for conscientious man; living accommodation might be provided for suitable applicant.—Box No. 25 "Navy News."

**COUPLE WANTED** as cook and house-parlourman.—Apply Capt. Glover, R.N., "Maryland Wood," Worpleston Hill, near Woking, Surrey.

**TANGANYIKA**.—Experienced Power House Shiftmen required for mining company's diesel power plant in Tanganyika; 2½-year contract; one month's local leave per year, 4 months' paid home leave on completion of contract. Initial salary £60 per month, £65 after 6 months' satisfactory service; free quarters, light and water. Passages paid.—Applications to Messrs. Wilkins & Devereux Ltd., Trafalgar House, 11 Waterloo Place, London, S.W.1.

**PILKINGTON BROTHERS LIMITED, ST. HELENS, LANCASHIRE**. The glass industry offers great opportunities to technically trained men with initiative. Pilkington Brothers Limited, manufacturers of sheet and plate glass and many other glass products, are expanding their technical staff in the Process and Development Departments. The work is very varied, calling for an ability for creative thought and a broad technical interest. If you are looking for this kind of job when you leave the Service, write to: Personnel Office (Staff), Pilkington Brothers, St. Helens, Lancs.

**WHEN YOU LEAVE THE ROYAL NAVY**, vacancies exist at H.M. Naval Base, Portland, for bona fide craftsmen, shipwright, smith and electrical fitter grades. Pay, prospects and conditions of service as in force at all H.M. Dockyards.—Applications to the Chief Engineer, H.M. Naval Base, Portland, Dorset.

**SHIPWRIGHTS/BOAT BUILDERS** leaving the Navy will find job vacancies with Tormentor Yacht Station Ltd., Stone Pier, Warsash on Admiralty Yacht and Racing Boat Building. Good rates of pay, bonus scheme; travelling expenses.

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## MISCELLANEOUS

**WAR-TIME PHOTOGRAPHS WANTED:** H.M.S. Duncan, Vidette, Pink, Sunflower, Loosetrife; M.L. 574, 209, 274; H.D.M.L. 1461. Also any photographs of operation bases in war-time or just post-war: Londonderry, Free-town, St. John's, Argentia (Newfoundland), Fort William, H.M.S. Hornet, Portsmouth Harbour. Send details or information where available. Postage refunded. Good price for suitable prints.—Box No. 26 "Navy News."

**SUBMARINE SOUVENIRS** wanted for museum. Instruments, fittings, equipment purchased. Anything connected U-Boats wanted.—Summers, Red Lion, Henley-on-Thames.

**TAXIS**, Ajax. Phone: 4304, 71240, 2-hour service. 10 Hyde Park Road (close Guildhall).

## CARAVANS

**BERKELEY C-101** Model de luxe, 1954; many extras include fitted carpet throughout, two easy chairs with lockers under, loose covers on all furniture, plastic bath, radio, and large coal bunker. Only £475, further reduction for cash buyer. Owner going abroad. View any time.—Lieut. Lloyd-Williams, No. 2 Battery, Stokes Bay, Gosport.

**ALUMINIUM 4-berth caravan**; Dunlopillo mattresses, calor gas with container; newly decorated. Price £185 or near offer.—Lieut.-Cdr. Peters, "Far End," Queen's Road, Waterlooville, Phone Waterlooville 3242.

**FORGET ALL YOUR CARES AND RELAX** in a well-equipped 6-berth caravan situated in the New Forest, which you can hire for a modest fee. Children are welcome.—For particulars, Mrs. A. K. Whitaker, 58 First Avenue, Farnington, Cosham.

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**DO you desire house ownership?** Why pay excessive rent. House purchase with endowment assurance with reduced premiums by naval allotment ensures security for the future. 90 per cent. to 100 per cent. loans advanced. Write for full particulars without obligation to S. V. Norris, "Gwenlyn," Beechwood Avenue, Waterlooville, Hants.

## ACCOMMODATION

**TWO FURNISHED ROOMS**, own kitchenette, own gas meter.—155 St. Augustine Road, Southsea.

**TOWER COTTAGE GUEST HOUSE**, 40 Bury Road, Alverstoke. Tel.: Gosport 89332. Bed and breakfast, 4 gns; with dinner at night, baths, etc., 5 gns. inclusive. Garage, large garden. Bus stop at door.

**FURNISHED BED-SITTING-ROOM**, sharing kitchen and bathroom; 25s. per week.—13 Mayles Road, Milton, Portsmouth.

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## CROSSWORD No. 20 SOLUTION

APRIL, 1956

**ACROSS**.—1, Understanding, 10, Orate, 11, Uvula, 12, Nonplus, 16, Asp, 17, Sea, 19, Tautens, 21, A gambit, 23, Lie safe, 25, Secrete, 28, Pat, 30, Spy, 33, Dead Sea, 37, Drape, 38, Rarer, 39, Chop and change.

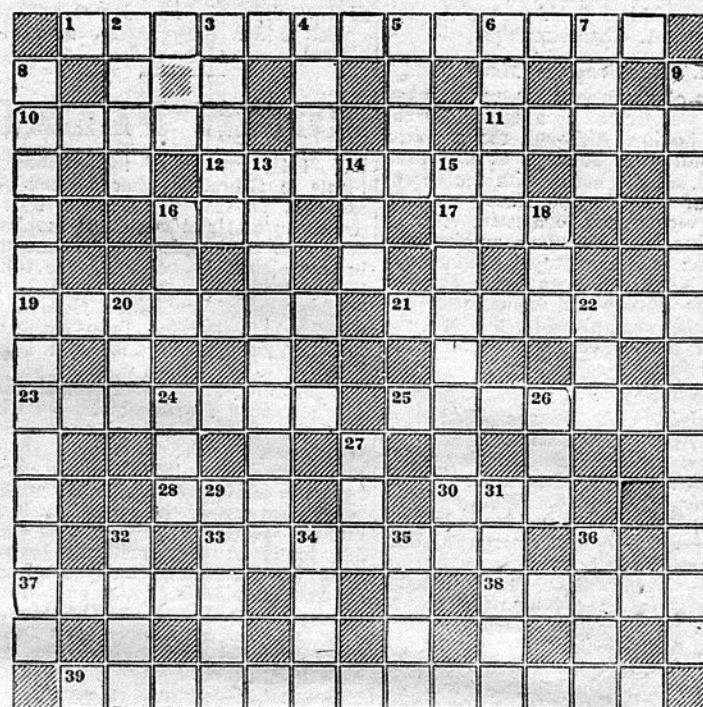
**DOWN**.—2, Near, 3, Evens, 4, Swin, 5, Axel, 6, Douse, 7, Noun, 8, Hospital wards, 9, Way to the stars, 13, Open a fete, 14, 27, Pea pod, 15, Use grease, 16, Ait, 18, Arm, 20, Ure, 22, Bye, 24, Sap, 26, Roy, 29, A deep, 31, Parma, 32, Wash, 34, Arun, 35, S.E.A.C., 36, Brig.

## Navy News Crossword—No. 21

A prize of £1 1s. will be given for the first correct solution opened on May 26

The winner of last month's crossword was:

Mr. A. Harries, 71 St. Andrew's Road, Southsea



### CLUES ACROSS

- Where spades and forks are used instead of knives and forks? (6, 7).
- 1/99 Architecturally (5).
- Spill (5).
- Cattle with illness, yet showing energy (7).
- Doctor of crime fiction (3).
- The limit, it's said (3).
- Clothing for tandem riders? (7).
- An outstanding adjective for example (7).
- Tracks in (anag.) (7).
- A number in the beginning illuminated (7).
- Fish (3).
- Part of a crop of potato at lunch (3).
- Gniyt (5, 2).
- Come into the garden, Terry (5).
- You need a first-class leg to be this (5).
- Players of parts (13).

### CLUES DOWN

- Connected with Chas. or Sal. (4).
- Vulgar form of address with "noughty" meaning (5).
- Nothing is confused in this gas (4).
- Return an instrument and join on (4).

- The small car fanatic won't have any this with this (5).
- Direction as direction goes for comfort (4).
- Couldn't care less to exhumate the broken horse (13).
- Hat strings lie (anag.). No bows to the strings (8, 5).
- V.E. Conservative—N. (9).
- River in the "Skaters' Waltz" (3).
- A silly remark often made on the phone. Thou say it confusedly (2, 4, 3).
- 16 & 18. Present P.A.Y.E. notices bring in both these coins (3, 3).
- Name of Wilkinson (3).
- This treat can be bully (3).
- Pester a horse? (3).
- Run up the hill to perish (3).
- Add a number to this for an orchestra (3).
- "But only God can make — —" (1, 4).
- Five-ninths of a colour policy, and how it will keep the coloured (5).
- Irritation (4).
- Country to the East (4).
- Blind in this place for a famous title (4).
- Knotter of a row? (4).

## Home Air Command Sports

(Continued from page 15)

aim and get plenty of training in beforehand.

The Home Air Command Athletic Competition for Men and W.R.N.S. will at the time of going to press be in full swing for its first trial period.

With the H.A.C. Championships at Southampton on July 4 and the R.N. Championships at Portsmouth on July 11, athletes both known and unknown should take full advantage of this competition to get in as much competitive practice as they can manage. YOUR names for entry into the Command Championships are required by **June 27 at the latest**, so if you are not in training now, don't waste any more time, or it may be too late.

Finally, with the future in mind, if you are interested in any sport, read your Home Air Command Sports Information carefully; remember, they are printed for **your benefit** and contain all the relevant information you need.

### Conclusion

In the next month's issue it is hoped to include a photograph of the two trophies to be awarded for the Athletic Competitions.

Once again, don't forget if you have any questions on sport in the H.A.C., pass them on to the address given in the April issue of the NAVY NEWS.

## Hong Kong Colony A.A.A. Championships 1956

In the Hong Kong Colony A.A.A. Championships of 1956, Cdr. M. A. A. R. Pape, of the R.N. Athletic Club, won the following events:—

5,000 metres—15 mins. 37.6 secs.  
10,000 metres—33 mins. 33.6 secs.  
Cdr. M. A. A. Pape established a Colony record in the 5,000 Metres.

### FENCING

R.N.A.F.A. v. Lansdowne Club  
April 11, 1956

Results:

#### Foil

Sgt. Maker, 2 victories.  
Sgt. Thompson, 1 victory.  
Cpl. Joyce, 1 victory.

#### Sabre

Sgt. Thompson, 3 victories.  
Cpl. Manning, 2 victories.  
C.P.O. Johnson, 1 victory.

#### Epee

Lieut. Cdr. Sproul-Bolton, 3 victories.  
Lieut. Creagh-Osborne, 2 victories.  
Lieut. Spafford, 1 victory.  
Overall Result: R.N.A.F.A., 16; Lansdowne, 11.

## SPORTSMAN OF THE MONTH

Q.M.S. H. C. HUBBOLD



20 years with the Royal Marines with a feeling of some satisfaction, especially where Sport is concerned.

Prior to joining the Corps in 1936, Q.M.S. Hubbard had already made quite a reputation as a Schoolboy and Junior Sports Player at Eastleigh, both at School and with Pirelli General Sports. He played football for Hampshire then, and was a junior boxing champion, a keen cricketer and cyclist.

During his Service with the Corps he has represented the Royal Marines, Commands, Units and Ships, at almost all sports including Football, Cricket, Boxing, Fencing, Swimming and Water Polo. Although still taking an active part, he concentrates more on the organisation side now and during the current season has been guiding the fortunes of the R.M.'s football. He is the Cricket Secretary at Eastney, and assists in the running of every sport in the Service.

SERVING AT the present time at R.M. Barracks Eastney, where he is the Q.M.S.I. of Physical Training, Q.M.S. Hubbard can look back on his

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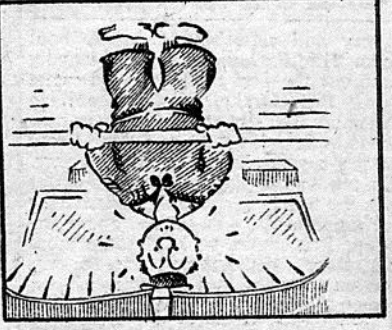
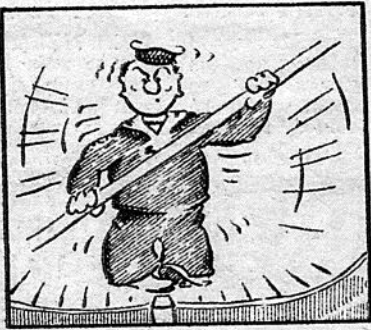
## Holiday Accommodation

Readers are reminded that their requirements for holiday accommodation can be advertised in NAVY NEWS for the modest sum of 2d. per word (minimum 2/-).

Details should be forwarded to the EDITOR, NAVY NEWS, ROYAL NAVAL BARRACKS, PORTSMOUTH.

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by D. B. Knight